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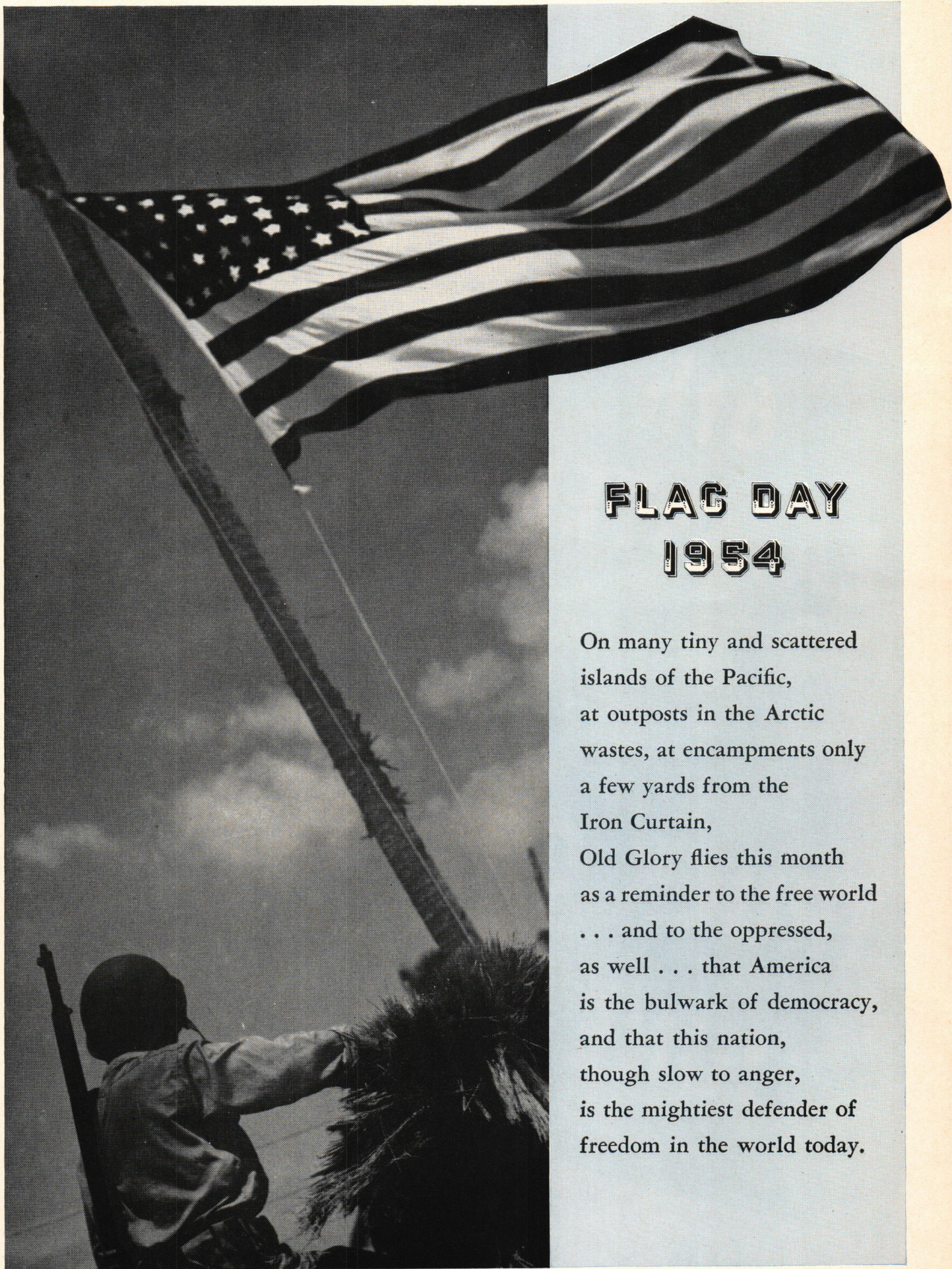
JUNE 1954



6th
TEAMSTERS'
SAFETY
TRUCK CHECK
JUNE 6-11



FULL DETAILS
IN THIS ISSUE



FLAG DAY 1954

On many tiny and scattered islands of the Pacific, at outposts in the Arctic wastes, at encampments only a few yards from the Iron Curtain, Old Glory flies this month as a reminder to the free world . . . and to the oppressed, as well . . . that America is the bulwark of democracy, and that this nation, though slow to anger, is the mightiest defender of freedom in the world today.

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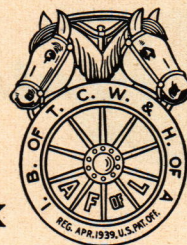
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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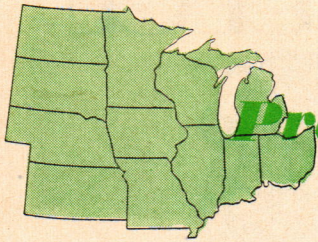
No. 6

CONTENTS

Beck Pledges Code of Fair Play.....	2
National Trades Division Meeting.....	9
President Draws Blueprint for Organizing.....	18
Conference Plan Lauded by English.....	19
Central States Conference.....	21
Central States Progress Reported.....	25
1954 Truck Check Plans Outlined.....	30
ACT Applauds Rigid Standards.....	32



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President Beck *Praises Rapid Progress Made by* Central States Conference

Because of widespread interest in the address of General President Dave Beck before the Central States Conference, THE INTERNATIONAL TEAMSTER is printing on these pages extensive excerpts from the speech.

MR. CHAIRMAN, members of the General Executive Board, my associates in the International Brotherhood of Teamsters, I am delighted to be with you on this occasion. The splendid attendance here tonight of over 1,000 exemplifies the tremendous progress that has been made by your Conference during the past year.

Before I go into any discussion of subject matters of mutual interest, I would like to discharge a pleasant duty of the General President's office. I herewith name Jimmy Hoffa for reappointment as Director of the Central States Conference of Teamsters for the ensuing year. He has, during the past year, done a job second to no one in this International organization.

WORLD'S LARGEST UNION

My friends, this great International Union is the largest labor organization in the world, representing a membership in excess of a million three hundred thousand members.

We must never forget that such a large membership reposes in all of us great responsibility. Not only to our people but also to the American public and to our government. We must measure up to the obligations of that trust. The progress we have made is the work of no one man. We have traveled a long, hard road, yet we have barely scratched the surface of what should be the future accomplishments of this great International Union. We will continue to make steady and consistent progress, and we meet here today in conference dedicated to that accomplishment.

We are not without our enemies.

From time to time we will be hampered in our objectives by some who will attempt to erect barriers against our progress and accomplishment. They may temporarily impede but they cannot permanently stop our progress. This International Union, made up of a great militant and fighting personnel, has always traveled best when faced with adversity. A great many of our members and their families have struggled against adversity all of their lives. The progress and achievements of this

nation have been made when it was led by men who were of stature big enough to overcome obstacles and attain success in spite of all opposition.

WE ARE IN A RECESSION

We are at this time, in my opinion, in most severe recession. I emphasized that statement last February and released it to the press when we were meeting at the Executive Council of the AFL. I further emphasized the auto-

motive industry was in a serious economic situation and would become even more distressed. Over pro-

duction stimulated by unhealthy competition was strangling the industry and penalizing all of its

dealers from coast to coast. For that statement I was labeled a "prophet of gloom." But within two weeks the *Wall Street Journal*, certainly not a house organ of organized labor, blazoned across its front page an article emphasizing that my statement was true.

America has overcome obstacles to its progress, its economic welfare, and its business development before, and we will work out of this present recession if we develop necessary machinery to do so. But we will not do it by sticking our head in the sand like the proverbial ostrich, contending these problems will solve themselves. We must face the facts. This government of ours, through its selected leaders, must accept its responsibility. It is only in the restoration of great consumer spending and its subsequent flowing into the market place, that we again can develop maximum production with resultant prosperity affording employment to the great mass of our people. Economic history has proved that employment is the permanent bulwark of our prosperity. The men and women of labor who



constitute, in the main, the great purchasing power of this country depend upon our government to achieve this objective.

It is fortunate indeed that through the advocacy of the labor movement there have been enacted in many states unemployment insurance and other temporary aids which assist in meeting a crisis of the present kind. But they are not a permanent solution to the problems. They do act as a stop-gap and they do give impetus to recovery. However, if additional steps are not immediately taken, they in themselves will not solve the economic problem. They are palliatives, but not cures.

Our unemployed week after week are eating up their unemployment insurance benefits and exhausting the maximum number of weeks during which they can draw these benefits. Unless something is done on a national scale in this interval to restore permanent employment, we face a serious depression. We must not let that depression occur.

CONFRONTED BY CRISIS

Tonight in Indo-China there is a crisis confronting our country. If that crisis should develop into a shooting war, the tremendous resources of the productive capacity of this nation would start humming tomorrow morning. In Washington, Congress and the executive heads of our government would immediately spring into action. Billions of dollars would be voted. There would be meetings of our citizens to meet the crisis. Business and labor would also respond immediately, and we would start again the great production of which this country is capable. Automatically there would be pumped into the channels of consumer purchasing billions of dollars—yes the great consumer market of America would come to life overnight. From that purchasing power prosperity would again be created. The product of the manufacturer and the products of the soil would again be consumed and again good and fair industrial weather would prevail in this country of ours.

God forbid that we should ever have to prosper under such a formula—that of war. We have been living in that kind of prosperity now and then, off and on since 1941. We should have learned from our experience that we must do the things in this country—in peace as in war—to create the purchasing power which gives life-blood to our factories, to our mills and our farms.

In the development of this great labor movement of ours, and in this International Union in particular, it is only reasonable to expect that from time to time we will be confronted by attempts to destroy it; and this campaign will be aided and abetted by some politicians. We are going through such a time now. I want to make myself very clear. I know this great International Union of ours is 99.9 per cent clean. It bows to no organization in patriotism and loyalty, including the American Legion, the Veterans of Foreign Wars—both organization to which thousands of my associates belong. Our organization is just as loyal in its support to the institutions of our government, as is any other organization including those I have just named.

WE HAVE ONLY OUR LABOR TO SELL

The people in front of me tonight and the millions whom you have the honor to represent, constitute the greatest force for good we have in this country. They do not own bakeries or laundries or department stores or dairies or newspapers. They do not own great farms. There is only one thing in God's world they own: their labor. They join our union for only one purpose; to sell their labor for the highest price they can get consistent with their organized strength to sell and under the terms and conditions of the market place. This International Union and its various subdivisions—its local unions—is the machinery of our people to sell that labor.

Never compare labor with a commodity of manufacture or a product of the soil. Labor is a human equation. It is not a commodity and cannot be treated or compared with a manufactured product.

Yes, men and women sell their labor, and in this free and private system of enterprise they sell it for the best price consistent with their ability to bargain. We are always meeting opposition. From time to time, as the pendulum swings, these opponents of labor emerge with legislative strength stronger than our own. I believe that the men and women of labor must be realists. They must be practical people and not theorists.

This membership of ours is affiliated not only with the labor movement, it is also enrolled in the ranks of the American Legion, the Veterans of Foreign Wars, the Elks organization, the Knights of Columbus, Masonic bodies, Parent Teachers Associations, community clubs and many other civic and fraternal groups.

COMMUNITY PROBLEMS

There are, from time to time, conditions arising where temporarily in their own minds their welfare is more concerned with local community problems than it is with their labor organization. I emphasize that *temporarily* they believe their permanent problem is of not as much importance, but I assure you that their great permanent concern is their labor organization. Yes, that is their permanent concern.

That is the reason why it is such a terrific job under the diversified interests of our membership to develop a great political organization of our members. That is not, in my opinion, normally discouraging because the accomplishments of this great American labor movement were never developed on the field of political action. The present high standards of this great American labor movement were developed through the avenues of economic, not political, action. Our progress primarily, and almost solely, has been through economic action. It is because we have been so successful in economic action that we have always been confronted with those who would destroy our economic strength.

I have printed under the heading of the General President's Letter in this issue of our national magazine Bishop Sheil's address made here in Chicago a few weeks ago. I subscribe 100 per cent to the principles enunciated in that address.

In certain locals in this country some of our people

have been under vicious attack. I started in the labor movement in the days when industry hired thugs and gunmen to break our economic strikes and used such tactics in attempting to destroy the men and women of labor. I know what it is. I lived through those days of skull and knuckle alley rules. I know what it is to be on the front page of the newspapers months and months at a time as labor haters and dollar patriots tried to destroy me and my associates in the public eye.

I have experienced these things as have many others in the labor movement.

HATES TRUST VIOLATOR

I want to say to this membership here tonight, and I say it to this International Union's entire membership, I say it to the American Federation of Labor, I say it to the general public, I say it to the business men of the nation, there is no man in America today who despises more than I do any man who would violate his trust to his local union or other higher authority of obligation, and take a single dollar by racketeering from any employer in America. Any man who will do it, in my opinion—let me use language that all of us understand—is lower than the belly of a snake.

It was never intended in America to treat people under two different kinds of rules—one for Congressmen, one for the people of labor. This business of creating one-man juries to indict and prosecute, this business of being judge and jury, this business of going in with headlines screaming across the paper accusing men and never giving them a chance through their attorneys for cross-examination, no opportunity to face their accusers under a constitutional, judicial procedure is contrary to every American principle of equal justice for all.

No man is entitled to call himself an American who supports that kind of procedure. I would rather lose my position tomorrow as President of this International Union, than permit myself to be a party to supporting that kind of conduct.

Over in Michigan one of our Congressmen—a member of a congressional committee investigating labor—made the statement that when they concluded with the hearings, the next day there would be indictments. After it was over, they huddled together and said it would take 60 days. That huddle was held Thanksgiving Day week, which was, as you know, in November. To this day—now six months later—they have not produced a single indictment.

When the committee was changed in Congress and the chairman was removed and a new chairman put in, a hundred thousand dollars was asked as an appropriation to continue the investigation. Who voted against that appropriation? It was the Congressman who had been conducting the hearing in Detroit. Was he interested in getting facts or playing politics? You answer it!

It certainly is very clear they have never permitted a single witness to have the right to cross-examine. Attorneys that have insisted on this constitutional procedure have been threatened with removal from the committee hearings.



Right now on Capitol Hill, however, when Mr. McCarthy is involved in a hearing, what was the first thing he demanded? It was adherence to the rules of evidence and the rights of

cross-examination. Is that the way to create justice and equal rights for all men? The way they are conducting these "Kangaroo" hearings is not the way to build a great America—a rule book for one, a different rule book for another.

WOULD SUBSTITUTE SOVIET SYSTEM

I want to emphasize over and over again there is no man in this world who hates Communism more than I do, or desires to drive it out of our country more than I do. No man preaches the philosophy of Communism whose real objective it is to improve wages, hours and conditions of employment. That may be a temporary road that the Communist travels as an avenue to his actual desires and dedicated ends, but his real desire is to substitute for our form of government that of the Soviet system.

My hatred for the Red is equalled by my hatred for the racketeer. I repeat, that I hate the ground the racketeer walks on. He is the scum of the earth, and in this International Union we will expel anyone we find practicing that kind of procedure in the conduct of our local unions. But that doesn't give us the right to go out and become a party to this smear procedure that is going on in America today in some of these congressional hearings.

We should demand guarantees so that innocent men and their families will not suffer. I repeat that I endorse what Bishop Sheil said here in Chicago a few weeks ago. We have had these situations before—they could in instances be defined as inquisitions, abuses of constitutional rights and equality of men—and we will continue to have them in the future as long as two rule books are used, one for labor people, another for Congressmen.

We have been so successful on the economic field that labor's enemies are attempting to stop our progress by erecting these artificial barriers against our economic action: the Taft-Hartley Law, the Hobbs Bill, and other anti-labor laws, phony right-to-work bills in the states. And they are becoming somewhat successful in slowing down our momentum.

HUMAN TO ERR

Some of our people have made mistakes. We are of the human family. Some of them perhaps have moved too fast in attempting to improve labor standards. There are some that have violated their trust and they were not all from labor. Mr. Whitney did this, the former President of the New York Stock Exchange. Doctors

have gone to the penitentiary for violating their trusts. Some lawyers have failed in their trust as have some in every profession that we know.

I had the experience in recent weeks of having some employers come into my office in Washington and make the statement that they paid tribute to some agents of our local unions. I begged and pleaded with them for 45 minutes to put their assertions in writing and sign their names to it. There are three men at this rostrum tonight that were in the room with me and will verify that I could not get them to sign their names to such an affidavit, in spite of every argument I could advance that such procedure was the fair and honorable thing to do as a contribution to cleaning up such activity if it had occurred.

I am sure you will agree if they paid money to our people, they are as dirty, lousy crooks as the men who took it, if they did take it, and there are men at this table who will verify that I told them this to their teeth. However, I do not offer this statement as an excuse for our people. If they took it, I will not support them for an instant if they are guilty of extorting money.

These are serious questions. No one is going to correct such conditions by making these kinds of accusations and then backing away from any proof of them. We will not defeat Communism or racketeering that way.

Read what Governor Dewey said of this type of businessmen on the New York waterfront and in a race-track business in New York.

If there is anything wrong with the welfare and insurance programs of our local unions in any state in the United States, I beg and plead with the insurance commissioners to go on in and investigate it. But honestly and cleanly, not doing your investigating seeking headlines in newspapers or television programs for political objectives, sacrificing through such publicity innocent people later to be proved innocent but not with similar access to public attention.

JUST PROCEDURE DEMANDED

If there is any proof of labor racketeering, I recommend the district attorney or the prosecuting attorney go in and seek an indictment, but give the accused and every other man the right to have his counsel of defense, his opportunity to cross examine and put under oath those that accuse him. As President Eisenhower recently so fairly stated, "Let him face his accusers." That's the kind of American jurisprudence that has built our great judicial system.

You will not build confidence in the fairness of our government by playing politics under two rule books with these great human rights. Some men don't realize or don't care whom they injure if it aids their political future. When you print some of those headlines and unjustly injure and destroy some individuals, there may be some poor mother or a wife, sister or brother, yes, little children who will bear the scars for a long time to come.

If you want internal revolution in this country, just keep up that kind of procedure and you will surely get

it. You will get it through the ballot box, because the American people will not stand for two kinds of justice under two sets of rules: One for those of influence, another for labor.

Congressmen have said, "Mr. Beck, why don't you throw these men out of your union that are accused?" Accused—not even indicted much less convicted of anything. And I say to them, "You don't have to go over to Minneapolis or Detroit to find someone to throw out; why the hell don't you start throwing them out in Congress? Surely, over the years, you have repeatedly had the opportunity to do so. Do you want me to treat labor people under one rule for alleged transgression and Congressmen to be treated under another?"

There is not a man in this hall tonight, there is not a man in Congress who can stand on his feet and say that Congressman Bramblett of California was not only accused but convicted. You name me one Congressman or one Senator that demanded that he be thrown out of office. Name me just one. Did they do it with Thomas of New Jersey? Can you name me one that they ever did it to in the last 25 years, in many cases, if not all of them, even after conviction in a court of law where they had the right of rules of evidence, facing their accusers and the right of cross-examination?

WHAT ABOUT CONGRESSMEN?

You cannot name a Senator or Congressman that they ever suspended from Congress without his being convicted in a court of law. Then why do they ask Beck and other labor men to do so? Why do our people not have the same opportunity to have their day in court? The answer to it is politics. Well, I say to you, my friends, they will be in hell a long time, and it will be freezing there when they get me to endorse that kind of kangaroo judicial procedure.

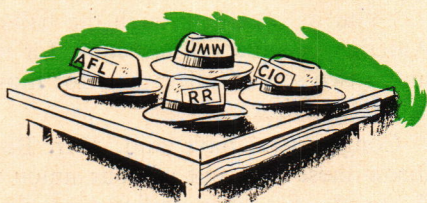
I think I have made myself clear. I am not going to walk away from my own people until they have had their day in court. I will not a party, in any way, to jeopardizing innocent men and their families by robbing them of their constitutional judicial rights. We are not living in Russia.

I want to reiterate, because I want the papers and the radios to emphasize that I despise Communists and racketeers in or out of Labor, that I subscribe to and will do all in my power to remove from office any labor representative that engages in racketeering or Communism. But they're going to have American judicial processes open to them, as that is the only way to prevent innocent people from suffering, and I am just as insistent for such processes for Congressmen or bankers. That is my concept of equality for all men under our constitution. We accord that right to those charged with murder.

CENTRAL STATES GROUP PRAISED

I commend this great organization of the Central States for the splendid progress this year. It is a tremendous contribution in developing our great national organization. We have inherited many problems; we have inherited many disputes with other international unions in the A. F. of L.; also, with the C. I. O. But

I want to say this to you tonight, there is no man in the American labor movement that wants unity in labor more than I do. I am



100 per cent for unity because I think out of unity can come the greatest progress of the men and women of labor. However, I advocate solving our problem inside the American Federation of Labor before we tackle problems outside.

We have laws in the Federation that tell us how to proceed in settling questions of jurisdictional disputes. The C. I. O. organization admitted the Brewery Workers International Union into affiliation after the Brewery Workers was suspended from the American Federation of Labor three times for failing to observe jurisdictional decisions of the Supreme Court of the American Labor Movement. Such procedure was not and is not now a contribution to unity in the Labor Movement.

George Harrison's organization, the Railway Clerks, was suspended by the American Federation of Labor for failure to observe the decision of the American Federation of Labor's highest court in a dispute of jurisdiction with our International union. They came back on the promise that they would abide by that decision—you have heard President Tobin tell you that many times—otherwise there would be no reason for their readmittance.

Now after we've won a decision some of these international unions want to change the rule book. I have nothing against George Harrison or his organization. It is simply a question of whether or not we are going to abide by constituted authority as defined by the AFL to settle jurisdictional disputes or if we are going to use some outside machinery of the Government to avoid such procedure. If we do not, of course, we will have rebellion. Some want to change horses in the middle of the stream. They want to substitute some other kind of machinery—arbitration, anything where they can get another avenue to travel—thinking they may win by such procedure. By this conduct, they have everything to win. They have nothing to lose.

LABOR LEADERS ARE QUALIFIED JUDGES

I don't believe in that kind of procedure. I do not think that any arbiter in America can render judgment on issues of dispute within the family of labor as well as the men that constitute the membership of the Executive Council, all of them with years and years of experience associated with the problems of labor, and where the final court of appeal is the convention of the American Federation of Labor. Yes, in the instances of disagreements among ourselves in the family of labor we have provided machinery to settle them.

Some, for ulterior motives, would like to have people believe that Dave Beck wants to be President of the American Federation of Labor. I have repeatedly stated, I would not accept the Presidency of the American Federation of Labor if it were offered to me tomorrow at ten times my present salary. I have stated

this over and over again. There is one reason primarily why I wouldn't take it, and that is an eighty-four-year-old mother in Seattle, a wife and grown son and little nieces and nephews. I would not go back to Washington to live as a resident for all the money that you could put inside this hall tonight. You will recall I made that same condition previous to my accepting nomination as General President of this International Union. Money doesn't mean that much to me.

Yes, there are some seeking to create dissension between George Meany and me, for their personal advantage. They give voice to such baloney in instances where they feel it will accomplish the objective of dissension. I have supported George Meany consistently and I hope to do so indefinitely, but that doesn't mean that we will always agree on problems of concern to labor. We can disagree as honorable men and still carry out our obligations as our consciences dictate. I might state in passing that the American Federation of Labor also owes more to those who abide by decisions than those who violate them in the settlement of jurisdictional disputes.

Mr. Meany, in my opinion, is doing a very fine job. He served for many years as President of the New York State Federation of Labor, the legislative wing of the New York Labor Movement. The American Federation of Labor is similar, in that it represents the legislative wing of the American Labor Movement on a national level. He is more qualified, in my opinion, that I am in the sphere of legislative action.

NATIONAL AGREEMENTS MADE

During the months I have been General President, I have entered into national agreements providing for organizational procedure and jurisdictional settlements with the Machinists International Union, the Bakery Workers International Union, the Laundry Workers International Union, the Building Service Employees and the Butchers International Union, and others are now in the process of conference. Scheduled also are meetings with nine other great international unions for early assignment for the same objective.

I have had meetings with John L. Lewis, and I have had meetings with Dave McDonald of the Steel Workers, and I am negotiating understandings now with both of them providing for agreements on problems of mutual concern. Does that not prove that we are trying to find a common ground of understanding both in and out of the American Federation of Labor for unity? Certainly it does. Yes, I want unity. I not only want the C. I. O. back in the A. F. of L., I want the United Mine Workers also. I want complete, not partial, unity. There are some who comment, the press and others, because I meet, representing this International Union, with Lewis or McDonald, presidents of two great international unions. Yet the Machinists and the Amalgamated Meat Cutters have long had agreements with Mr. Reuther and other C. I. O. unions and negotiated with them for years. I emphasize that we have problems that necessitate the same kind of procedure.

My work at Washington will be comparatively easy with the marvelous support I am receiving from fellows

like Vice President Hoffa and from the greatest Secretary-Treasurer that this International Union has ever had, Johnny English, and from the fine and loyal work of my assistant, Einar Mohn. I have had wonderful help from the Vice Presidents, all of them, and from one that is sitting on this platform tonight, one of the greatest men in the American Labor Movement, Bill Lee, also the President of the Chicago Federation of Labor. The Secretary of your Conference has done a great job everywhere throughout the central district. Yes, you can give thanks to Harold Gibbons for his untiring efforts. I can point them out all over this room, individuals that have made tremendous contributions during the past years to the Central States Conference and the International Union, to all of them I say, I appreciate your every effort.

No, this International Union is not dependent upon Dave Beck, I am only a small insignificant part of this great International Union. If I should die tonight this International would roll on without pausing toward its objective. It would be a few days and only a few days until I would be successfully replaced. I am not doing my job completely unless I build the internal organization to where this condition will be assured.

I want to pay homage and respect to Ray Schoessling, Sandy O'Brien, Dave Sark and many others and to the great Chicago Joint Council that has come in here with its tremendous physical and financial resources and helped build this great Central States Conference organization. All of this we cannot buy, it comes only from the contributions of loyal service to our cause. The Chicago Joint Council and others have aided in the burying of personal differences, animosities, jealousies and it has consecrated itself to helping every man and woman who has to work for a living in these Central States.

No, my friends, this job of General President is not too difficult under such conditions. I will surely make mistakes of judgment, not of the heart. I ask that you bear with me and judge me with charity.

ADVERSITY BRINGS TRUE TEST

I say to you, carry on, no matter how rough the going is. Good men are only tested and their real ability determined when the going is rough. You can get ten thousand of them that perform well when it is easy

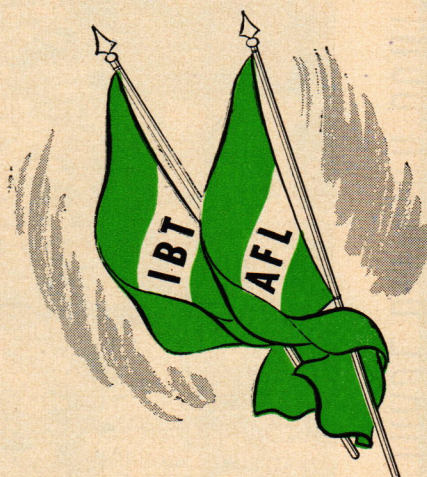
going. We are only looking for the men that are truly men when the chips are down. You can get a thousand friends around you who will sing your praises in the hours of your success. We are looking for those men and women who will stick by us when the going is rough. That's when we need our friends.

In conclusion, in paying my respect tonight to Jimmy Hoffa, your Conference President, and to his associates on your Central States Conference Executive Board and to the great outstanding army of loyal agents and secretaries, North, East, South and West, I say to them with sincere humility, without you men I could not possibly succeed in my job. You have done a great job for your people, you have rendered a great service to our International Union.

We have a treasury running up to 32 or 35 millions of dollars. The President of your conference came into my office in the hotel this afternoon and we arranged to spend over 85 thousand dollars at three points in the Central States, contributed on a matching basis.

I intend to spend three million dollars in the next three years, organizing in every section where our International Union functions. I will match dollar for dollar wherever you contribute for organizing work where it is determined necessary in the progress of our great organization. I will make available all the money necessary to develop organizing by contributing equally to match money that you contribute. I say, however, spend that money judiciously because its origin is the men and women who work hard every day to pay their local dues from which we receive the tax that is the treasury of this International Union.

Good luck, good night, God bless you.



COMING! 6th TEAMSTERS' SAFETY TRUCK CHECK!

Midnight June 6 to Midnight June 11

The procedure this year is similar to that of previous years. See page 30 for story on 1954 check and reproduction of report card with new questions. Instructions and detailed information and checking kits are being mailed to all Local Unions.

1954 NATIONAL TRADE DIVISION CONFERENCE

CHICAGO, ILLINOIS

APRIL 27-29



EIGHT HUNDRED DELEGATES HEAR BECK OUTLINE BROAD 'BLUEPRINT FOR BUILDING'

Dynamic Organizing Drive Promises to Make Union History; National Trades Division Meeting Gives Plan New Impetus

NEW impetus in working for gains in membership and advances in achieving better wages, hours and conditions was developed in a series of National Trade Division meetings in Chicago, Ill., last month with some 800 Teamsters from all parts of the United States and Canada attending. The three days' sessions were held April 27-29 immediately following the two-day meetings of the Central States Conference of Teamsters.

Vice President Einar Mohn presided at the general sessions held to open the series of meetings and to close the conference with reports from all trade divisions. During the week the delegates at general and divisional sessions:

1. Heard General President Dave Beck reveal a blueprint of Teamster organization which promises to make trade union history.

2. Heard General Secretary-Treasurer John F. English pledge full cooperation of his office to conferences and joint councils in advancing organization programs.

3. Heard reports on organization problems in the South from Murray W. Miller, Southern Conference of Teamsters chairman; a discussion of legislation by Teamster General Counsel J. Albert Woll and facts and figures on the mail-truck problem from John M. Redding, special consultant to the Independent Advisory Committee to the Trucking Industry.

4. Held discussions through policy committees and general sessions of more than a dozen trade divisions at which problems of legislation, or-

ganization, and the declining employment were major topics.

5. Set the 1954 truck check changing the name to "Teamsters' Safety Truck Check." The check will be held from midnight June 6 to midnight June 11.

Potential in Auto Field Is Cited

TREMENDOUS potentials exist for organization in the automotive service field, Mel Horn, chairman of the National Automotive, Petroleum & Allied Trades Division, said before the closing session of the National Trade Division Conference.

A major problem in the division is created by the fact that the new automobile business is in serious economic doldrums. Trying to organize auto salesmen at this time presents serious difficulties, Horn observed. The surplus stocks of cars is creating a marketing problem.

Intensive anti-labor drives are underway by powerful elements in the automotive service field, Horn pointed out. He drew attention to a nationally circulated trade paper with its articles directed to employers telling them how they can combat union organization.

The division is continuing its emphasis on the union shop sign and is urging all Teamsters to make their purchases of gas, oil and services from union employers.

During the division session delegates received a kit of organizational materials prepared under the joint

auspices of the National and Central States Conference divisions devoting their efforts to the automotive service field. One of the aims of the kits is to acquaint mixed locals with the problems of the workers in the automotive field. Included in the kit were: a chart of the division's job breakdown and typical job classifications; a bumper sticker urging union purchasing; statistical summary of Teamster contracts covering liquid carriers and petroleum drivers and several standard forms of agreements in the automotive service field.

Organization drives are under way in Boston and Philadelphia, Horn said, and he also reported on the extended strike which has been under way in St. Louis by Local No. 618, affiliated with the division. Tank driver organization is receiving special attention, especially in the mid-West, he said.

Collective Action Aids Taxi Division

COLLECTIVE action has proved of major aid in advancing the aims of the National Trade Division of Chauffeurs & Taxicab Drivers, according to a report of R. C. Wilson, secretary of the division, to the National Trade Division Conference.

During the general sessions of the division various examples of mutual aid on the part of taxicab locals were cited. Locals which are not acquainted with locals in the division within their area were urged to be-

come fully informed of each other's problems and programs.

The division voted to go on record in opposition to lease and rental of cabs. Divisional delegates say the evidence is overwhelming that better conditions and wages are achieved for drivers through legitimate fair-employing companies than through the leased or rental system.

The policy of General President Dave Beck in encouraging organization among taxicabs drivers was praised by the division's delegates.

The part-time employee problem was also discussed at length in the meetings. Various ways of meeting this problem were reported on by delegates from the various states represented in the session.

Officers of the division were re-elected for the coming year.

Vending Machine Label Adopted

RETAINING gains and seeking new ones for drivers of the National Miscellaneous Division is a constant battle, Chairman William Griffin, Seattle, Wash., reported on behalf of the delegates to the final session of the National Trade Division Conference, in Chicago, Ill., April 29.

Problems of legislation, changing economics of distribution, and problems of education and jurisdiction protection highlighted the discussions by the delegates, the chairman reported.

On the legislative front possible changes in the wage-hour law as it applies to drivers eligible for membership in this division were discussed. Bills have been introduced in Congress which would materially help these driver-salesmen and progress of these measures is being carefully watched.

The growth of the "carry it yourself" campaigns, particularly by department stores, is resulting in serious declines in parcel delivery in most places, it was reported. The division delegates agreed that a wide-scale educational program aimed at the housewives is imperative to bring back some of this lost delivery business. Various devices all based on

a "Have it delivered" theme were suggested as part of this program.

A tremendous future is foreseen in frozen food distribution and members were urged to keep abreast of developments in this phase of the economy. The joint problem of handling frozen baked goods was discussed with some members of the Bakery Division present.

The unfair competition to American film workers perpetrated by film producers who make pictures in Europe at substandard conditions and wages and then bring them to the U. S. for commercial sponsorship was reported in detail by Ralph Clare of Hollywood. Mr. Clare asked for the cooperation of the division, Griffin reported.

A new label for the use on vending machines was adopted by the division and soon the stamps will be available for use by all local unions having coin-operated devices on which to use the labels. The special Teamster stamp should help protect Teamster jurisdiction, the delegates said. Locals having jurisdiction of drivers in this field will be supplied with the stamps and full information on their use within a short time, the Miscellaneous Division chairman said.

William Hicks, Chicago, Ill., is secretary of this division.

News, Film Drivers Study New Threat

A WIDE range of problems is faced by the drivers affiliated with one of the smallest but most diversified divisions, Jack Goldberg, San Francisco, Calif., reported to the National Trade Division conference April 29 in Chicago in behalf of the Newspaper & Magazine Drivers & Handlers, Circulation Employees, Studio, Film, Theatrical, Radio, Television & Sound Truck Chauffeurs Division. Goldberg is chairman and Joseph Prebenda, Detroit, Mich., is secretary.

One of the chief problems which looks large in the months and years ahead, believe the members of this division, is the independent contractor in the distribution of publications.

This problem promises to be so serious that the division feels that the International Union should undertake a study of the subject and come forward with recommendations for meeting the situation.

Detailed provisions of contracts was another major item of discussion, Goldberg said. Members representing various parts of the country went into the provisions of their contracts and spelled out the wages, hours and conditions which are provided for and through this discussion comparisons were made by the delegates.

Jurisdictional problems confront this division as well as others, the chairman said. The division represents highly diversified types of drivers and jurisdictional invasions may be expected. The reporting officer referred specifically to invasions by such American Federation of Labor affiliates as the International Brotherhood of Electrical Workers, the International Typographical Union, and the Printing Pressmen. Since the division is attacked jurisdiction-wise on many fronts, it may be necessary to seek the cooperation of the International in working out some of these problems, the delegates indicated in their session, reported the chairman.

Five-Day Week Problems Weighed

THE five-day week was high on the agenda of discussion in the National Bakery Division, Wendell Phillips, secretary, said in reporting to the final session of the National Trade Division Conference in Chicago, April 29.

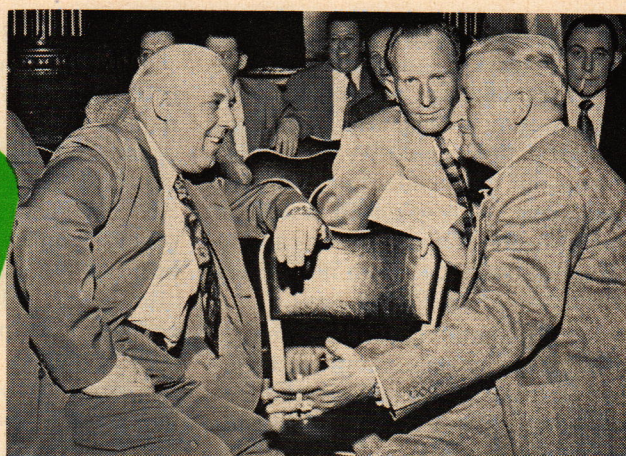
Mr. Phillips pointed out that the National Bakery Division had held a National Trade Division meeting in Buffalo, N. Y., the previous week and had explored the many problems confronting the industry. He said the discussions at Buffalo were carried forward in Chicago where an opportunity was found to acquaint other Teamsters with the significance of problems in the baking industry.

Detailed background on the five-day week problem was developed in

Service Sign Value Stressed at

NATIONAL TRADE DIVISIONS MEETING

Southerners from locals in the Southern Conference of Teamsters huddle between sessions at the National Trade Division meeting.



Vice President Sidney Brennan, Minneapolis; Bernard Volkoff, Los Angeles, and Cy Stulting, Oakland, Calif., talk things over.



General Secretary John F. English, right, is complimented on speech. Vice President John J. Conlin, Hoboken, N. J., is shown at Mr. English's right.



Thomas E. Flynn, extreme right, holds informal caucus with delegates from Eastern Conference of Teamsters.

General President Dave Beck (center) and Vice President John T. O'Brien, Chicago, hear delegate.



Mel Horn, chairman, left, stresses importance of union label in Automotive group. Ed Dorsey views approvingly.



the Chicago meetings. In this connection, drivers are finding that as they seek and win new concessions in the way of wages, hours and conditions from the industry there is an increase of independent or "bobtail" operations. This so-called independent operation is a certain way to undermine standards which have taken years to build up, Phillips said.

The National Bakery Division is taking a strong stand on the distribution of frozen baked goods, the secretary reported. Frozen baked goods should be handled by Bakery Division drivers, he said. This is the view generally of members of the division and was the same view strongly taken by the Bakery Division of the Central States Conference of Teamsters.

Efforts will be made to iron out any jurisdictional difference existing between the International Brotherhood of Teamsters and the Bakers' & Confectioners' International Union. Meetings have been held between committees representing the division and the Bakers' Union, the officer of the division reported.

Phillips appealed to all trade divisions for cooperation and support in an effort to retain gains made thus far by the drivers of this division.

Chairman of the National Bakery Division is William Lee, Chicago, Ill.

Dairy Division Gaining Stature

DISCUSSIONS of changing trends in the dairy industry called for an aggressive program on the part of all those affiliated with the National Dairy Division, Eugene Hubbard, Washington, D. C., chairman, told the delegates at the closing session of the National Trade Division Conference in Chicago, April 29.

Mr. Hubbard said that delegates from all parts of the country had met at Louisville, Ky., and discussed thoroughly the many problems which beset milk drivers and inside dairy and ice cream workers. He also said that these discussions were continued in sessions of the Central States Dairy Division and in policy sessions

of the National Division at Chicago.

Dairy Division members generally are agreed that the industry will require considerable attention in the coming months. He referred to the efforts on the part of the industry to cut costs, shorten deliveries, and in general to pare down outlays for labor. At the same time the industry also needs help in terms of merchandising its products against competitive items.

Efforts are under way now, Hubbard said, to spell out the wide range program of the dairy workers and close working relations have been developed among the dairy representatives of the four conferences—Eastern Central States, Southern and Western—whereby a maximum of cooperation can be obtained.

Hubbard concluded by saying that the International Union will grant a charter to the division which should help call attention to the stature and importance of this phase of Teamster jurisdiction to all members of the organization. Clarification of the tasks before the dairy employees will be sought in the weeks ahead, the chairman said in closing.

Laundry Drivers Face Many Evils

ECONOMIC declines and changing patterns of the American consumer's laundry habits are having an impact on those affiliated with the National Trade Division of Laundry, Linen & Dry Cleaning Drivers, Jack Williams, Los Angeles, secretary, reported to the final session of the National Trade Division Conference in Chicago, Ill., April 29.

Laundry drivers are plagued by more than one evil, the official said. The growth of the use of paper napkins and the tendency to dispense with table cloths is making a difference to those driving commercial laundry vehicles. On the home front the corner "launderette" with its rows of laundry machines to which housewives carry their washing is having a strong effect. In this connection, Williams urged all Teamsters to tell their wives not to patronize these job-invading institu-

tions, but to patronize the legitimate fair-employing laundry.

The dual union in some situations is causing difficulty to those members in this division, especially in Southern California, New York and Michigan in particular. In these instances the Amalgamated Clothing Workers of the CIO have organized our drivers.

The condition of drivers in the industry in the nation as a whole illustrates the necessity of developing a uniform contract, delegates agreed at a general session.

The five-day week was another topic which was high on the discussion agenda with many locals already having this shorter week. Discussion of the workweek also brought comments on the economic situation which, according to general estimates, indicate a decline of about 10 per cent in the industry, the country over.

National Pipelines Pact Is Sought

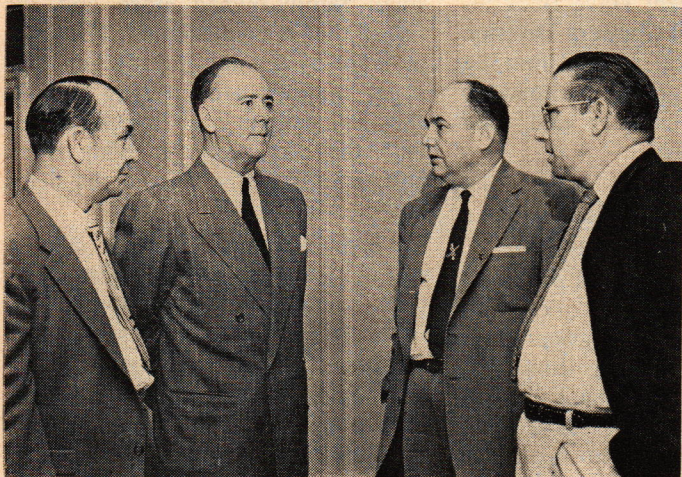
A WIDE range of problems, including those in connection with jurisdiction, were discussed by the National Division of Building & Construction Drivers, Harold Thirion, division director, reported at the closing session of the National Trade Division Conference April 29 in Chicago.

Preliminary steps in negotiating a national pipeline agreement were taken when the division director and Louis Gizzi, Pittsburgh, Pa., division chairman, met with the secretary of the National Pipeline Contractors Association.

The division named a committee to negotiate recognition agreements with the Associated General Contractors Commercial Building Contractors and included the following: Walter J. Watson, J. F. Ward, John O'Rourke, Martin Monroe, Louis Triscari, Edward Doyle, Edward T. Carlson, Odell Smith, F. H. Salter, and the division director and chairman, Harold Thirion and Louis Gizzi.

In an effort to effect uniformity of names and descriptions of build-

Paul Jones, trustee, Los Angeles, Calif., Vice President William A. Lee, Chicago, John Sweeney, Portland, Oreg., and Mark Whiting, Los Angeles, Calif. They are shown conferring at recess.



Dave Kaplan, second from right, discusses economic situation with J. Albert Woll, general counsel (from left), Thomas E. Flynn, and Vice President Einar Mohn at Chicago trade division meetings.



Organizing Gains Spotlighted at

NATIONAL TRADE DIVISIONS MEETING

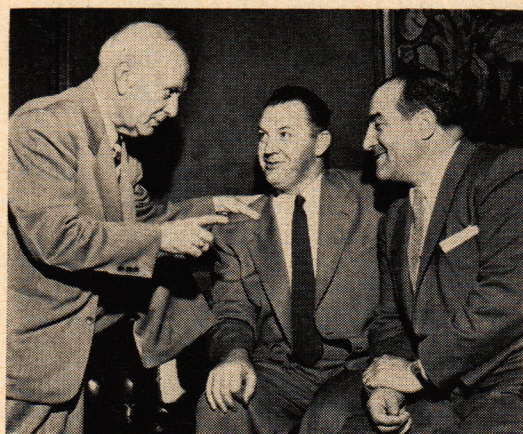
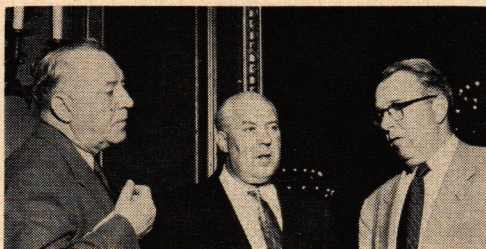
Vice President Joseph J. Diviny, San Francisco, Calif., is an interested spectator at a trade division meeting during national conference. Delegates heard many reports of progress.



Jack Williams, Los Angeles; George Knott, Chicago, and V. V. Alexandrof, Seattle, at laundry meeting.



Four vice presidents in discussion (from left) John T. O'Brien, Chicago; Sidney Brennan, Minneapolis, and Einar Mohn, Washington.



Vice President John J. Conlin, left, has some words of advice for new J.C. No. 63 officers: Fred Gravagna, center, secretary, and Larry McGinley, president.

ing equipment, the division director was asked to compile and catalog equipment for use of the local unions having construction members.

During the general session of the division, Director Thirion reported on the construction outlook for the rest of 1954 based on the latest figures and data from Government and industry sources. The 1954 figure should come within 4 per cent of the record 1953 volume, he said. A stepped up program of road building will be carried out. Of especial interest to union building trades unions is the effort being made to use non-union employees in order to cut costs in an era of stiffening competition. Also some large corporations are doing modernization and repair work with maintenance employees thereby eliminating building crafts.

This year also promises to be a big one for pipelines with 12,000 miles to be installed, down somewhat from last year, but still high.

Stepped-up Program Set in Canneries

THE National Cannery Division faces some of the greatest potentials in organizing while at the same time it is confronted with some of the most serious problems in the Teamsters' Union, Lewis C. Harkins, national director, said in reporting for the division in the closing session of the National Trade Division Conference in Chicago April 29.

Harkins gave a report of the year's activity and said that the changing economic situation is creating problems for organizers. He said that the jurisdiction is being challenged by other unions, including some within the American Federation of Labor. A "History and Procedure" booklet issued by Local 670, Salem, Oreg., was given to cannery delegates in order to provide a new tool in educational work.

When cannery organizations having non-union operations pull business away from fair-dealing union-employed canneries, both workers and employers are hurt, Harkins said. He said the transfer of work to non-union areas illustrates the

necessity for area-wide and nationwide cooperation by Teamster locals.

General President Dave Beck attended the general Cannery Division session and spoke, saying that he wanted to see a greatly stepped up program in the cannery and food processing industry.

The problem created by the rapid increase of frozen foods is also a challenge, the director said.

One of the most serious problems is the fact that cannery workers are too often classified as "agricultural" and kept out of the wage-hour law protection. A more realistic classification of workers plus extended and expanded unemployment insurance are necessary to aid the workers in the cannery industry.

Harkins drew attention to the continuing menace of the Mexican "Wetbacks"—immigrants who enter the U. S. illegally to find work, chiefly on farms and fields.

He said that Teamster and other AFL representatives and a like number from the Congress of Industrial Organizations have conferred on the farm labor problem and contended that no immigrants should be brought in as long as there are available American workers.

During the Chicago conferences the division distributed to all delegates a special leaflet describing the work and aims of the division.

Produce Unit Plans National Office

ESTABLISHMENT of a national office to work on problems and programs of organizing was called for by resolution action in the National Division of Fresh Fruit, Vegetables and Produce Industry, according to the report presented by Charles Gimino, Cleveland, Ohio, secretary, at the closing session of the National Trade Division Conference in Chicago, April 29.

The resolution, a long one, was approved by the division following extended discussion of the industry. The delegates reported that membership has been declining in the division, due largely to the changing pat-

terns of the industry. Included in these changes are the decrease of the small family-owned store and the rise of the super-markets. The shippers are by-passing the markets and super markets are growing as new shopping centers are being developed with these markets receiving fruits and vegetables fresh from the fields and packing sheds.

Pre-packaging is another step in causing job declines. Oranges, potatoes, tomatoes, onions, apples and other fruits and vegetables are being pre-packed.

The division hopes to interest general or mixed locals in some of the problems of the industry and one of the devices planned in this endeavor is the use of a questionnaire. This questionnaire will be the basis of a nation-wide survey of the problems and potentials of the industry. The division hopes in the months ahead to strengthen produce locals and enlist the interest of mixed locals in problems of the Teamsters in this jurisdiction.

B. I. Bowen, Seattle, Wash., is chairman of this division.

Truck Check Gets Top Consideration

PLANNING for the annual truck check was one of the chief duties of the National Over-the-Road Trade Division, Thomas E. Flynn, director, reported at the closing session of the National Trade Division Conference April 29 in Chicago.

Setting the truck check date and making plans for carrying through the annual campaign; discussion of the sleeper cab problem; consideration of a state usage tax and the problems it creates and hearing a report on activities of the Eastern Conference of Teamsters and the "piggy back" situation were highlights of the division's considerations, Flynn said.

The 1954 truck check will be given a new name — "Teamsters' Safety Truck Check" to give greater emphasis than ever before on the safety features of the checking campaign. A questionnaire is being sent

Future Planning Gets Priority at

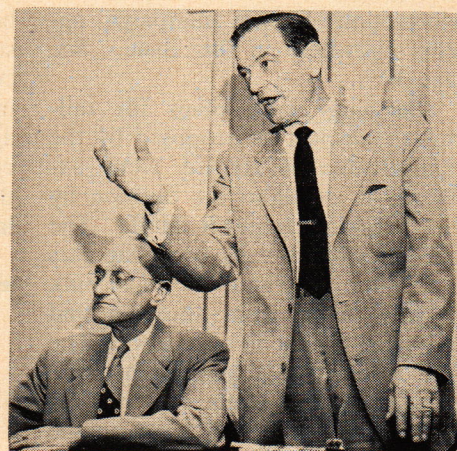
NATIONAL TRADE DIVISIONS MEETING



William B. Griffin, chairman of the Miscellaneous Division, presides at busy session. William Hicks, Chicago, secretary, notes discussion.



Problems of organizing public service workers are under discussion here at the Policy Committee of the State, Municipal and Public Service Employees group.



Harold Thirion, director of the Building and Construction Division, reports 1954 outlook. Lou Gizza, Pittsburgh, is chairman.



Lewis C. Harkins, Cannery Division chairman, reports; Ed Benjamin, Verne Panke and Mike Fomusa of the division.



Robert L. Graham, left, of International Office, discusses coming Truck Safety Check with James R. Hoffa, vice president, Detroit, Mich.

Frank Matula, Los Angeles, discusses delivery problems in a Miscellaneous group meeting.



to all local unions asking them what kind of advertising and educational material they need for the '54 check. Envelope stickers calling attention to the check will be mailed directly to local unions instead of by way of the joint councils, the division decided. The time for the check will be from midnight, June 6, until midnight, June 11.

Some new questions will be added to the checking card. A reproduction of the card and other pertinent information on the campaign appears elsewhere in this issue. See page 30.

The piggy back plans for rail-trailer transport as proposed by the Pennsylvania Railroad were explained in detail to the division by Vice President James R. Hoffa. The railroad will own its own flat cars and trailer units and will make bulk pickups direct from shippers and deliver on a door to door basis. The implications for Teamsters promise to be profound, Hoffa said. A report was given the division on the Ohio usage tax and the difficulties it created.

Secretary Flynn who is also secretary-treasurer of the Eastern Conference of Teamsters reported efforts to study uniformity in freight contracts revealed 37 types of contracts in 15 states. Steps toward a uniform agreement are being taken now.

The trade division was told that the Western Conference of Teamsters has retained Fred Lordan, tax expert, to work with it on tax and legislative matters.

Study Launched In Warehousing

A DETAILED study of the warehouse industry has been taken as one of the first tasks in developing a strong program of national organization, Harold J. Gibbons, acting director of the National Warehouse Division, reported to the closing session of the National Trade Division Conference in Chicago April 29.

The results of a survey of warehouse locals indicates, said the director, that about one-half of all Teamster unions are involved in any

warehouse campaign either through exclusive warehouse unions or through partial membership of warehouse workers. As part of the survey the trade division also found the warehouse locations and now has a cross-file so that any local can find out from the national office what other locations may be operated by any given warehousing company and the union status in those situations.

The economic recession is having a marked effect in warehousing, Gibbons said. As the economic pressure increases, the trend toward cost-cutting is pronounced thereby making it necessary for unions to be alert against pressure to reduce wages and cut down gains. Other trends are the introduction of more and more labor-saving machinery and the con-

struction of the one-story structure making materials flow and storage easier and simpler.

Spectacular differences in wages and conditions between warehouses of the same company in different cities pose some of the division's toughest problems, Gibbons said. Detailed facts and figures, including charts, were given to the division in a special report of the division.

The national office reported to the trade division that it was equipped to aid warehouse locals through: (1) providing information for use in bargaining; (2) providing data on multi-city firms; (3) preparation of educational materials for organizing drives and (4) making national division staff members available for help in planning organization drives.

Southern Conference of Teamsters Hold Successful Meeting in Biloxi, Miss.

GENERAL PRESIDENT DAVE BECK, Vice President James R. Hoffa and other international officers were featured speakers at the annual meeting of the Southern Conference of Teamsters which was held in Biloxi, Miss., May 5-10.

A full report with photographs taken during the sessions will appear in next month's issue of THE INTERNATIONAL TEAMSTER. Coverage of the National Trade Division Conference and the annual session of the Central Conference of Teamsters in Chicago makes it necessary to defer the Southern Conference story until July.

Delegates from ten Southern states were present at the meeting which began May 5 and closed May 10. In addition to President Beck and Vice President Hoffa the delegates also heard Harold J. Gibbons, Acting Director of the Warehouse Division; Harold Thirion, Director of the Building and Construction Division; Lewis C. Harkins, Director of the Cannery Division; David Previant, counsel for the Central States Conference of Teamsters.

One of the highlights of the meetings was the session held in Biloxi of Teamster attorneys from the 10 conference states. The attorneys discussed various problems of legislation, courts and labor board decisions. Following their discussions they reported to the general session of the meeting on the future legal position of Teamsters in the South. Speaking on behalf of the attorneys were Dave Previant, Paul Barker, Baton Rouge, La., and Nat Wells, Dallas, Tex.

Guests at the conference included Tom Gentry, attorney general of Arkansas, and Fred Cassibry, labor lawyer, recently elected to the city council in New Orleans with the support of the united labor groups.

"We regard this as one of the most successful sessions ever held by the Southern Conference," Murray W. Miller, chairman and director, said at the close of the session.

Close-ups and Conferences at

NATIONAL TRADE DIVISIONS MEETING



Walter Bass, Oakland; C. L. Corey, Los Angeles, and Charles Pirolli, Philadelphia, in taxi meeting.



Joseph Prebenda, left, Detroit, Mich., secretary, and Jack Goldberg, San Francisco, Calif., chairman, at meeting of Newspaper Trade Division.



Eugene R. Hubbard, Washington, D. C., Dairy Policy session. He is chairman of Dairy Trade Division.



John M. Redding, left, consultant to ACT, discusses mail-haul with Vice President Thomas L. Hickey, New York City.

Charles Cimino, Cleveland; B. I. Bowen, Seattle, and Carl J. Wendschanz, Los Angeles, listen to speaker at Produce division meeting.



Vice President James R. Hoffa, Detroit, Mich. (in dark suit), in an informal discussion of road truck problems at Chicago.



Delegates in Warehouse Division look over reports of progress as shown in compilation made by national office of group.



TRADE DIVISION delegates greet President Beck with standing ovation.

BECK PLEDGES 'GREATEST' ORGANIZING CAMPAIGN

A BLUEPRINT for what he termed "the greatest organizing campaign the trade union movement has ever known" was revealed by General President Dave Beck before the closing session of the National Trade Division Conference in Chicago, Ill., April 29. More than 800 Teamster delegates from all parts of the United States and Canada heard the general president forecast an aggressive future for the International Brotherhood of Teamsters. The meetings of the national trade divisions were held April 27-29 at the Palmer House.

President Beck discussed a wide range of problems facing the Teamsters but laid particular emphasis on his plans for extensive organization work which will include, he said:

1. The expenditure of money to advance Teamster organization totalling \$5,000,000 by 1957.

2. A program of matching funds with the International Union contributing sums equal to sums raised by joint councils, trade divisions or area conferences.

3. A program of intensive organization in Canada with special organizers appointed to carry out a long-range program.

4. Increase of services by the International Office through an enlargement of staff facilities, particularly of economics, statistical and public relations services.

The problem of organization had been discussed in the various trade division conferences for the previous sessions which had been held morning, afternoon and evening and hence the delegates were particularly interested in the program outlined by the general president. In announcing his program, Mr. Beck praised the progress which had been made by the new conference groups. He commended the militant and aggressive program of the Central States Conference of Teamsters, organized a year ago, and said that the achievements "reflect tremendous credit on its officers, Chairman James Hoffa and Secretary-Treasurer Harold Gibbons."

Commenting further on confer-

ence programs he said that the Eastern Conference of Teamsters organized in 1953 also would hold its first annual meeting of trade divisions in October. He also said that Secretary-Treasurer Thomas E. Flynn of that conference reported that the conference was ready with \$150,000 for a like sum of matching funds from the International to advance organization work in the eastern area.

"We are ready to match this sum," said Mr. Beck, "or any sum which a conference, trade division or joint council may raise. We only ask that the money be put to work for the Teamsters' Union. We want the money to work for our union in a useful and productive way."

Describing Canada as a tremendous new economic and industrial frontier, the general president said, "We hope to bring the benefits of Teamster organization to the thousands and hundreds of thousands in Canada and to that end we are beginning organization plans from coast to coast."

He said that Harry Bonnell, formerly secretary of Local 213, Vancouver, B. C., had been named as organizer for British Columbia, Saskatchewan and Alberta provinces working with the Western Conference of Teamsters. He said an organizing drive on the central provinces would be directed out of Toronto in cooperation with the Central States Conference of Teamsters and a campaign covering the eastern provinces will be directed out of Montreal in cooperation with the Eastern Conference of Teamsters.

A substantially expanded program of service to area conferences, joint councils and local unions will be undertaken when the new building is ready and office space for staff personnel becomes available President Beck said. He said a major attention would be directed to building a staff of a dozen or more economists and statisticians working under Chief Economist Dave Kaplan. He said this staff would be of service to the entire Teamster organization.

Intensive organization efforts in the months and years to come will be necessary in order to combat the activities of anti-labor forces, the speaker said. He observed that

"right now we are in a recession . . . it is temporary, I hope, but it can become a serious depression if steps are not taken to combat declining purchasing power."

Mr. Beck suggested that the potentials in new housing, air conditioning, road building, institutional and commercial construction needs all offer possibilities for both employment and useful work which will add to the wealth of the country.

Strong leadership development should be a high priority task of all Teamsters locals and joint councils, he said, for in developing leadership today the union would be assuring continued success in the years ahead.

Labor unity drew comment by the general president who said that "I am for labor unity—100 per cent unity with all groups, AFL, CIO, Railroad Brotherhoods, independents and John L. Lewis' United Mine Workers." He revealed that he was holding a meeting within 24 hours with President Lewis of the Mine Workers, President David McDonald of the United Steel Workers (CIO) to discuss mutual problems of political action in respect to trucking issues before the legislature, courts and other bodies in Pennsylvania and other states—also questions of jurisdiction and possibilities of arriving at mutual working agreements such as have existed between the United Auto Workers—(CIO) and Machinists—(AFL), the Amalgamated Meat Cutters—(AFL), AFL and CIO Butcher Workmen, as well as many others.

Commenting on the so-called no-raiding pact between the AFL and CIO which the General Executive Board of the Teamsters rejected in February, Mr. Beck observed that he was not in favor of such agreement until jurisdictional problems were fully settled within the Federation. He also said that the AFL had many years ago farsightedly established machinery for settling differences—through meeting of disputing international unions, recourse to the AFL president, the AFL Executive Council and finally as a court of last resort the AFL general convention. He said such procedure gave a greater guarantee of fairness and intelligence in settling disputes than would procedures or personnel.

CONFERENCE PLAN LAUDED BY ENGLISH

THE conference method of organization and advance drew high praise from a Teamster veteran when General Secretary-Treasurer John F. English addressed the opening session of the National Trade Division Conference in Chicago, Ill., April 27. The three-day meeting of the trade divisions was held at the Palmer House with some 800 delegates from all parts of the United States and Canada attending.

Introduced by Vice President Einar Mohn who was chairman of the conference general sessions as "a leader of wisdom and experience," Mr. English compared Teamster problems of 40 years ago with those facing the local unions today.

He praised the officers and staff of the trade divisions and conference and said that ". . . the conference system is the best thing that ever happened to the Teamsters' Union. I have seen the practical results and know whereof I speak."

Mr. English said that while many changes had taken place in America in the last 40 years there are some problems which remain.

"There are still diehards who hate unions just as bitterly today as they did when I first joined the union back in Boston. We drive trucks and automobiles today instead of teams and we have radio and television instead of some of the old-time pleasures, but there is still plenty of bitterness against unions," Secretary English said.

"There are people today who hate unions—and especially the Teamsters—some because they don't understand unions, some because they fear unions and some simply because they hate working people. And some of the tactics I have heard described at the Central States Conference the last two days, some of the comments this morning, are not exactly news to me. The methods and the procedures may be a little different, but the old bitter hates are the same. The anti-labor forces beat us over the head a little differently



JOHN F. ENGLISH
General Secretary Treasurer

now, but they are still trying to beat us."

The secretary-treasurer praised "the wonderful spirit of cooperation" displayed by local unions and joint councils throughout the country saying, "I am glad to see splendid examples of cooperation. We realize that today no Teamster local union can be permitted to stand alone. If we let our local unions get knocked off one by one by the anti-union forces which would persecute us, we are not doing our job. We first established the joint council to work together in a community area and pretty soon that was not adequate and we had to form state and regional organizations.

"I am glad to see the development on a national scale of the four great conferences with their trade divisions. I have listened this year and last year at the discussions of your problems and am convinced that you realize the necessity of working together, helping one another.

"And speaking of helping one another the International stands ready to help. General President Beck has often said that the International would match money that you raise for Teamster organizing programs. That is a sound decision and I stand 100 per cent with him on that and

(Continued on page 32)

CENTRAL STATES CONFERENCE OF TEAMSTERS

1954 ANNUAL MEETING

CHICAGO, ILL. • APRIL 25-26



*After a Year of Progress, Central
States Conference Looks to Brighter
Future for Its Ambitious Program*

**POLICIES, LEADERSHIP
WIN CONFIDENCE VOTE**

SUBSTANTIAL progress in its first year of organization with bright prospects for a greatly stepped-up program marked the reports of Teamster locals representing 450,000 members in the first annual meeting of the Central Conference of Teamsters last month in Chicago. More than 600 delegates representing 275 Teamster locals met in a two-day session at the Palmer House, April 25 and 26.

During the two-day's session the delegates:

1. Planned a hard-hitting program of organization and cooperation covering all trade divisions of the conference with emphasis placed on contract uniformity, security protection and mutual aid.

2. Received high praise from General President Dave Beck and members of the General Executive Board attending the conference.

3. Gave a solid vote of confidence in the leadership of the conference by resolution action and through reelection by acclamation all the conference leadership personnel.

4. Hailed the reappointment for another term as conference chairman Vice President James R. Hoffa, Detroit, Mich.

5. Reviewed the experience of the past year and reviewed future problems and goals through meetings of 13 trade divisions.

6. Heard reports on policy, legislation, area conference and national activity from Conference Chairman Hoffa; Conference Secretary-Treasurer Harold J. Gibbons, St. Louis,

Mo.; David Previant, counsel, Milwaukee, Wis., and General Secretary-Treasurer John F. English, Washington, D. C.

7. Amended the conference constitution continuing operations financed through voluntary contributions.

8. Renewed pledges of cooperation with other area conferences and with national trade divisions of the

International Brotherhood of Teamsters.

Less than one year after it was organized, the Central States Conference of Teamsters was called to order Sunday, April 26, by Chairman Hoffa with more than 800 present including delegates, alternates and guests. At the first general session, Chairman Hoffa drew attention to the chairman's 24-page printed report issued to all delegates reviewing the past year. The report, a valuable handbook of information, of facts and figures on the conference, set the key for discussions by the 13 trade divisions in saying:

"The mechanics for solving inter-area and inter-industry problems are beginning to assume a pattern and several area agreements are in the making. Methods of operating the business and research offices have become quite well established. But most important is the fact that officers of the local unions, joint councils and state conferences are becoming increasingly cooperative. They are coming to see that the Conference can help them out with many of



CONFERENCE OFFICERS in huddle before opening session of Central States meeting. At left is Harold J. Gibbons of St. Louis, secretary-treasurer, and listening is James R. Hoffa of Detroit, chairman of the conference.

their problems. Unfortunately, too many of them have to get into serious trouble before becoming convinced of the advantages of this type of organization."

Throughout the discussions emphasis was placed on the preventive phase of operations—preventing difficulties and making suitable arrangements whereby hardships might be avoided. Area-wide cooperation with definite steps toward area-wide agreements where none exist was the dominant effort of a conference which seemed to have an extraordinary spirit of enthusiasm, determination and cooperation.

The smooth operation of conference procedures demonstrated the value of sound advance planning on the part of the organization's executive board, officers and staff. Appreciation of the work of the officers was voiced in a resolution from the floor and by reelection by acclamation of the elective personnel: Vice Chairman John T. O'Brien, Chicago, Ill.; Secretary-Treasurer Gibbons, and Recording Secretary Gene San Soucie, Indianapolis, Ind. The delegates also gave a standing vote of enthusiastic approval to the announcement by General President Beck re-naming Mr. Hoffa as conference chairman. Three International Vice President will serve on the Executive Board in an ex-officio capacity: William Lee, Chicago, Ill.; Sidney Brennan, Minneapolis, Minn. and Daniel Murphy, St. Louis, Mo.

Three constitutional changes were made. One provided for a technical change in credentials procedure, another provided for a roll call vote in case of contested elections and the third, and most important, would continue for another year voluntary contributions as the basis of financing the conference instead of imposing a per capita tax.

The conference approved a committee recommendation which rejected a resolution which would set up a separate trade division for van and storage drivers and suggested that these members be included in the Freight Division.

The chief work of the conference was carried on through policy and general discussion meetings of the 13 trade divisions: Automotive, Baker, Brewery & Soda, Building &

Construction, Cannery, Chauffeurs, Dairy, Freight, Laundry, Miscellaneous, Produce, Public Service and Warehouse.

It was announced that 90 per cent of the area membership is assigned to trade divisions with the top six in membership percentage-wise being: Freight, 29.3 per cent; Miscellaneous, 14 per cent; Dairy, 12.5 per cent; Warehouse, 10.8 per cent; Building & Construction, 8.8 per cent, and Automotive, 6.4 per cent.

Each of the divisions reported to the general closing session of the conference Monday evening, April 26, and in practically every case progress toward area-wide agreements was either reported, actually achieved or was on the immediate agenda of the division.

In addition to organizational problems the trade division officers reported that considerable attention

had been devoted to consideration of such impacts on labor as oppressive Federal statutes, state "right to work" laws, changing labor board rulings, and the growing economic recession. The divisions echoed the conference chairman's entreaty which said: "As leaders we must take every precaution to maintain labor's position. We must resist employer attempts to decrease labor costs at the expense of our standards. Wage-cutting, with prices still high, must be fought at all costs. Continued Teamster strength in the Central States depends upon consolidating our forces, maintaining our standards, and protecting our jurisdiction. Idle sitting will not solve the problems that confront us. They will not simply 'blow over'. We have to fight, we have to organize, and we have to protect ourselves in government."

TEAMSTERS TARGET OF RABBLE-ROUSERS

THE Teamsters Union as a target of political and economic persecution was the subject of candid discussions by Vice President James R. Hoffa, chairman, and David Previant, counsel, at the opening session of the Central States Conference of Teamsters in Chicago, Ill., April 25. Hoffa discussed the problem from the viewpoint of conference chairman and as a Teamster official who had been on the receiving end of some of the political treatment. Previant, as Teamster lawyer, explained the many pitfalls and legal traps which are being set for trade unions and particularly for Teamsters.

Hoffa reported on various centers within the area which had been subjected to congressional investigation and grand jury action or both. He said that it appears as though the Teamsters' Union has been picked out for special treatment.

"It has been picked out," said Hoffa, "of all the labor organizations in the country to prove that the AFL is a racketeering organization and the CIO is a Communist organiza-

tion, without any proof or foundation. That seems to be the theme all over the United States."

After discussing situations in Wichita, Kansas City, Detroit and Joplin, Chairman Hoffa said that he had taken on the fights in behalf of the Conference and warned that what had happened in these cities by way of persecution of the Teamsters could happen any place and "... the charges do not necessarily mean that the individual or his organization is guilty of any wrongdoing, and therefore, I believe, that it is our responsibility and duty to protect each and every individual so that we will let the courts, the employers and everybody concerned know that we will not stand by and see the smallest local or the largest local trampled upon simply because the business agent is an active organizer or officer taking care of his members."

Hoffa blasted the efforts of congressional committees attempting to "prove" that Teamster welfare funds are dishonest and criticized efforts "to indoctrinate the public by headlines, editorials, half-truths," toward

RIGHT: Trustee John Rohrich, Cleveland, Ohio, speaks in a Construction session.

BELOW: B. C. Trefts, Joe Bernstein and F. E. Hughes, constitution committee members.



DELEGATES SHOW KEEN INTEREST IN

CENTRAL STATES CONFERENCE *Problems*



ABOVE: Credentials Committee Chairman Jack Jorgenson, Minneapolis, Minn., reports.

RIGHT: Thomas Haggerty, Chicago, speaks on trade division problems in Dairy Division.



ABOVE: Gene San Soucie, Indianapolis, and Mel Horn, St. Louis, at Automotive session.

RIGHT: Pete Hoban, Chicago, speaks on motion in Dairy Division discussion.



showing that every one of our organizations that has a welfare fund has a business agent who is becoming fat out of that fund. Yet the pure truthful facts are that "nowhere have they been able to find one Teamster Welfare Fund short one red cent, despite their propaganda."

In reviewing the work of the Conference and describing the activities of the chairman and of Secretary-Treasurer Harold J. Gibbons, Mr. Hoffa said, "This Conference has a long way to go because it is new and employer resistance is rapidly consolidating. It is consolidating itself in trade associations, in Boards of Commerce throughout the entire area." He added that even small areas are being organized along anti-labor lines with anti-labor propaganda specialists coming into small towns with "the world" on fighting the unions, particularly the Teamsters.

In discussing problems of Teamster leadership Hoffa said that in St. Louis there had been "probably the most serious propaganda fight that has ever been put on against a single man and a single organization in the United States." He referred to the Teamsters and to Harold Gibbons, secretary of Local 688 as well as Conference secretary-treasurer. Despite the propaganda campaign accompanied by court action and jailing, no one had accepted the Teamsters' challenge of a \$5,000 reward to prove that Gibbons ever was a Communist. He said the campaign against Gibbons was part of the pattern of persecution against Teamsters and Teamster leaders on the part of anti-labor forces.

The Conference chairman concluded his informal report at the opening session by praising the value of the Conference method of negotiation in action saying, "... I want to say as chairman of the Conference that it has been a pleasure and a new experience to go out into the area and find all problems that are created disappear by being able to say that the Central States Conference is behind this particular project, and you would be surprised at how many employers start out on the muscle who find out that he has to take on the entire 12 states—the Teamsters' Union in those 12 states,

and how rapidly he changes about and sits down and works out a contract."

The pattern of persecution was dissected with skill by Previant who reviewed some of the legal problems facing Teamster Unions. After discussing a number of current National Labor Relations Board rulings and pending cases, the attorney described some of the congressional investigations of recent months. Pointing out specific examples in cities where Teamsters had been investigated he said that it appeared to be the "same performance—rumor, speculation, gossip, hearsay; no right to cross-examine, no right to protect yourself . . . most of these hearings have been a three-ring circus with members of the committee fighting with each other or with the committee's attorney, all to get their names and pictures in the newspapers. But when the committee report is published, you would think it was a quiet, sober, judicial proceeding that took place. All of the hearsay and gossip are reported as

Express Drivers Covered In New York, Newark

Jurisdiction of the International Brotherhood of Teamsters over Railway Express Agency drivers is recognized in New York City and Newark, N. J. The names of these cities were inadvertently omitted from the list of cities included in the article in last month's "International Teamster" entitled "Beck Files Protest on Express Drivers." The so-called scope rule was discussed in the article.

Teamsters in these cities should know that they are under Teamster jurisdiction and represent an important voting bloc in any election held for representation of Express Agency drivers.

Twelve offices are included in these two cities and drivers are members of Locals 459 and 808 in the New York area and of Local 37, Newark, and as a secretary of one of the unions writes, "... they are part of our team and are being counted on to lend assistance when the election is held."

absolute facts and quoted as such, after which the newspaper blasts start all over again."

"The newspapers, of course, always do their part. They start screaming before the committee comes into town; during the hearings, every malicious piece of gossip becomes a newspaper headline and after the committee leaves then comes the editorial demands for either Federal or state grand juries or criminal proceedings, and of course, this is trial by the press and it is not limited to trial by the press—the national magazines, the syndicated columnist all get into the act with their own brand of sensationalism."

After discussing the hearings, Attorney Previant commented on the employment by witnesses of the Fifth Amendment to the Constitution and said "There has been too much misunderstanding and unfair criticism directed at Teamster officials and others involved in these investigations who have asserted their constitutional right not to be witnesses against themselves."

He said that most of the recent congressional hearings were designed for two purposes: one, to get as much publicity as possible for committee members; two, to destroy labor unions and their leaders by adverse publicity and by incriminating the witnesses, if possible. He said that this latter goal is accomplished by trying to trap the witness either into a perjury conviction or a contempt conviction.

The Milwaukee labor lawyer said "... to put it simply, plainly and bluntly, the labor movement is being subjected to a devastating technique—the attempted incrimination and ouster of its officers as a device to destroy the union. If the officers are not actually incriminated, indict them anyway to embarrass and harass them and give them a bad reputation. If you can't get indictments, just continue the so-called investigations which will, ultimately accomplish the same purpose."

And the purpose he added is to destroy labor unions. He said that in the past year he had observed a definite pattern emerging and that "... I am equally sure that we have to fight it now—before its spread

gets much worse, before it becomes so successful that we no longer have either the strength or the ability to fight it."

Previant then outlined what, in his opinion, should be done. He said union people should first of all realize the seriousness of the situation.

"... if you don't protest," he said, "because to enjoy seeing the other fellow in trouble, you will make it that much easier to use the same technique on yourself. We will never beat our enemies on the outside if we insist on playing cops and robbers on the inside.

"Secondly, we must understand that this is a drive not only against the labor movement generally, but also more specifically against the Teamsters' Union as the most powerful single labor organization in the world today. It is no accident that these things have been taking place and are going to take place in areas where we are developing the strongest leadership and are making the

greatest progress. If this program is not stopped now, no part of the country, and no official of the Teamsters' Union, large or small, will be immune.

"Thirdly, we must understand that this is a nationally planned and nationally directed attack, having the national support of anti-labor political racketeers—and that is what I call these congressmen—anti-labor press and anti-labor employers."

"... I believe that the situation has become so serious that an entirely new program, directed to this particular problem must be started. This is a national problem to be met on a national level. It is a problem that involves all labor. No single local, no single labor union on a local level can possibly carry on the fight alone. It is also a political problem as well as an economic and legal one; it is a problem which will require specific techniques to meet its specific aspects; it is a problem that must be met with 'guts' with the

same guts that gave rise to one of the basic principles of American justice: 'It is better that 10 guilty persons escape than one innocent one suffer' . . . I think there should be a national committee to meet the problem. I think one of its most important functions should be to provide financial, political and legal assistance to local unions and their officers who are up against the buzzsaw of this investigative and inquisitorial technique. I think this help must be given regardless of our own belief as to the guilt or innocence of any particular individual involved. If it is to be otherwise, if we are to limit our resistance only to cases where we think there is absolute innocence, then we will be guilty of undermining the very principles we claim to defend: the presumption of innocence; the right to a fair trial; the right to confront and cross-examine our accusers; to the right to due process of law, the equal protection of the law."

Area-Wide Agreements, Restrictive State Laws, 'Piggybacking' Studied By Central States Trade Divisions

CHANGING CONDITIONS GET CLOSE ATTENTION

PROGRESS on the entire front of Teamster organization was reported by officers of the 13 trade divisions organized in the Central States Conference of Teamsters. The reports were given to the closing general session of the conference following two days of policy meetings and divisional discussions. The Central States meetings were held Sunday and Monday, April 25 and 26, in the Palmer House, Chicago, Ill.

Certain basic problems and aims ran through almost all the trade division sessions, reports from the officials revealed, with the following as the underlying characteristics common to most of the divisions:

1. Each trade division is working toward developing area-wide agreements in its respective field.

2. Where agreements have not been negotiated or appear to require an extended period of time, Teamster locals are developing close relations and various methods of mutual aid through the trade division set-up.

3. Changing economic conditions were discussed in all sessions with reports on the impact of employment declines discussed by representatives from all sections.

4. Several states in the Central States area have so-called "right-to-work"—union-busting is a better

term—laws and these were subjected to considerable comment.

Michael J. Healy, Chicago, Ill., chairman of the Freight Division, reported that a variety of problems had been discussed in the divisional sessions including the influence of the rail-trailer ("piggy back") innovation, sleeper cab operation; effects of discriminatory cuts by the railroads in freight rates and the problem of unemployment in the over-the-road industry.

The Freight Division hopes to develop area-wide local cartage agreements in the Central States, the chairman reported. By action of the divisional conference the Freight delegates voted for a resolution which provides that "no local union affiliated with the Central States Conference of Teamsters Freight Division be permitted to negotiate or sign any local cartage agreement or city pick-up or delivery agreement covering any type of merchandise until given permission by the Executive Board of the Freight Division of the Central States Conference of Teamsters."

Following extended discussion of various aspects of the freight problem the division unanimously

adopted a resolution giving a committee full power to act on piggy-back operations; sleeper cab operations and "any and all types of concessions dealing with wages, conditions, and terms of any contracts or riders coming under the jurisdiction of the Freight Division of the Central Conference of Teamsters."

One of the major discussions on the division's agenda was the address of Eugene F. Ryan, president of the Rail-Trailer Company, Chicago, Ill., which is developing the piggy-back transport auxiliary system in cooperation with the New York Central Railroad. Vice President James R. Hoffa, who has had several conferences with Ryan, introduced the Rail-Trailer Company president and asked him to give the Teamsters the benefit of discussing plans now in work. Ryan told the Teamsters the New York Central planned to use only common carriers in its operation of which there are 176 in the territory served. He also said that plans are to use Teamsters in handling the equipment at the terminals and he said he had so informed the Brotherhood of Railway Trainmen who may hope to get this jurisdiction.

LARGEST DIVISION

The committee named with this plenary power includes all state chairmen plus Chairman Healy, Acting Secretary Louis Peick, and Executive Secretary A. F. Hudson, both of Chicago. The Freight Division has 29.3 per cent of the Central States membership, the largest in the conference.

Various delegates reported on unemployment conditions in their states and Vice President John T. O'Brien gave an especially detailed report on the Chicago area situation.

Changing trends in warehousing and distribution were the chief topics of discussion by the Warehouse Division, Chairman Bert Brennan, Detroit, Mich., reported. He called attention to the increase in the use of parcel post for delivery, the intense campaign of "carry your own package" developed by the department stores and other merchants and the increase in the trend of direct shipments from manufacturers or

jobbers to the customer. These methods of operation are affecting warehousing seriously and threaten to extend to such fields as bread, milk, beverages and meat, he said.

The J. C. Penney Company is closing its St. Louis, Mo., warehouse and will ship directly to the Penney stores.

The Montgomery Ward situation drew considerable discussion in the meetings and the division went on record in a resolution to support Local 743, Chicago, in any way possible in contract negotiations and called on the Central States organization to aid.

Beginning in May, it was reported, an organizing drive will be started in the envelope-paper industries and clerks in trucking terminals.

Various specific trouble situations were discussed in the meeting, Brennan said, and ways and means of helping each other were discussed by the divisional delegates from the 34 local unions represented in the meetings. Joe Bernstein, Chicago, Ill., is trade division secretary.

The Produce Division reported that its members are plagued by a number of problems with the gypsy hauler being perhaps the worst, according to Charles Cimino, Cleveland, Ohio, chairman. In a roundup of reports from the various states, delegates reported the gypsy problem was perhaps the most serious to produce drivers. The division adopted a resolution calling on the Central States Conference of Teamsters to request the aid of the International Union in combating the gypsy menace.

Working for substandard wages both in packing fruits and vegetables and in truck driving is causing a hardship in many areas also, it was said.

The division voted to establish a seven-man policy committee to be named by the chairman and the following were appointed by Chairman Cimino to serve with him: Bert Brennan, Local 337, Detroit, Mich.; Ed Blix, Local 544, Minneapolis, Minn.; Carl Paddock, Local 587, Kansas City, Mo.; Sam Trefts, Local 688, St. Louis, Mo.; Sam Butcher, Local 850, Cincinnati, Ohio; and John E. Mahoney, Local 703, Chi-

cago, Ill., secretary of the trade division.

Public Service employees will have to depend in a large part on the efforts of general or mixed locals, according to a report from Dave Sark, Chicago, Ill., chairman of the Public Service Trade Division. Mr. Sark reported attendance at the divisional meetings of delegates from five wholly public service locals and from 22 mixed locals. Considerable interest in organizing public service workers by mixed locals was manifested in the divisional sessions, the chairman reported.

The desirability of instituting an adequate life insurance program as strong inducement to affiliate with Teamster public service unions was suggested by the delegates. Pooling of experience with others and working through the area-wide conference was urged by the division.

The anti-labor position of the public works director of a large mid-western state was discussed and the division voted on steps to correct what appears to be a serious anti-union situation with respect to public service workers on highways and other public works projects.

Serving with Chairman Sark as an officer of the division is Frank Hannan, Cleveland, Ohio, secretary.

PROBLEMS DISCUSSED

Numerous industry problems were discussed in the Bakery Division meetings with the five-day week and increase in the frozen food field taking top positions in the agenda, Chairman William Lee, Chicago, reported. At the divisional general session the delegates heard a detailed report and saw pictures and enlarged charts presented by officials of the Omar Baking Company on the five-day week problem. The detailed presentation by the management representatives was designed to present the employer's position on what he claims is the economics of the five-day week. Delegates discussed the position of the employers and raised numerous questions concerning the position taken.

The increase in the use of frozen baked goods is causing the division some concern with reference to the jurisdiction of handling, it was reported. The division took the posi-

B. G. Trefts reports decisions of Constitution Committee.



Ray Schoessling, Chicago, reports brewery progress.



Bert Brennan, Detroit, at Warehouse Division session.



Michael Healy, Chicago, reports Freight Division work.

SPEAKERS OUTLINE GOALS AT

CENTRAL STATES CONFERENCE *Session*



Secretary Mel Horn, of St. Louis, gives auto report.

General and trade division sessions resulted in many reports on progress and problems. Some of those who reported at the conference are shown on this page. More than 600 delegates attended the meeting of the Central States sessions in Chicago.

Robert Baker, St. Louis, reports on tax progress.



Larry Steinberg, Toledo, reports on resolutions.



Dave Previant, attorney, reviews legal problems.



Alois Mueller, Watertown, Wis., speaks on canneries.

Charles Cimino, Cleveland, is Produce chairman.



Louis Triscaro, Cleveland, discusses construction.



tion that all baked goods, regardless of their state, frozen or otherwise, are the proper province of the Bakery Division and so voted to make representations to the Central States Conference of Teamsters on this jurisdictional matter.

HELP REQUESTED

Positive help from the International Union to prevent further inroads in dairy delivery employment was requested by delegates of the Dairy Division, Chairman Brunson Gilbert, Detroit, Mich., reported. Elimination of Sunday delivery has been effected in most places, it was pointed out and the next step will be that of no-Wednesday delivery, the delegates agreed.

In Toronto, Canada, a no-Wednesday delivery prevails and efforts are being made to bring the Canadian practice into the United States, a practice which the delegates said must be stoutly resisted.

The necessity of an area-wide agreement was translated into the appointment of a committee to develop such an agreement. A common expiration date was agreed to and the committee named to work out an area-wide agreement included Pat Burke, St. Louis, Mo.; Thomas J. Haggerty, Chicago, Ill.; Frank Gillespie, Chicago, Ill.; George M. Bergquist, Local 471, Minneapolis, Minn.; Charles Seckler, Cleveland, Ohio; Brunson Gilbert, Detroit, Mich.; J. Jadrnak, Gary, Ind.; Stanley Baumann, Milwaukee, Wis.; Dan DeHeck, Des Moines, Iowa; Irving Schmidt, Omaha, Nebr.; Ernest Mertens, Fargo, N. Dak.; Norman Cook, Wichita, Kans.; Gregory Helvig, Sioux Falls, S. Dak.; and Harold Haynes, Louisville, Ky. A committee was also named to draw up an area-wide contract on ice cream and includes John Thibeau, Chicago, Ill.; M. A. Eichman, Cleveland, and E. M. Hodges, Rockford, Ill.

Efforts will be made to develop a contract for the Southern Illinois dairy locals and the four-man committee named to work this out includes Lawrence Murray, Peoria, Ill.; Thomas Floyd, Joliet, Ill.; Edward Loehr, Bellville, Ill., and Irvin Breidenback, Edwardsville, Ill.

Serving with Brunson Gilbert, chairman, is Charles Seckler, Cleveland, Ohio, secretary of the division.

The economic situation and change in character of employment in the taxicab industry were primary topics in the Chauffeurs' Division, according to the report of Robert Baker, St. Louis, Mo., chairman. The division had 15 taxicab locals represented at its meetings and all locals reported that replacement of part-time drivers with full-time men is being made in the area. The earnings of taxi drivers in the Central States have declined about 5 per cent, it was reported also, while organizations gains have been chalked up in five cities in the conference area.

POLICY COMMITTEE

The policy committee named by the division includes in addition to Chairman Baker and Division Secretary Oscar H. Kofkin, Chicago, Ill., the following: E. Wetherille, Minneapolis, Minn.; Carl Paddock, Kansas City, Mo.; Otto Morehouse, South Bend, Ind.; Edward Gale, Chicago, Ill.; Orville Bruce, Detroit, Mich.; A. T. Lipps, Omaha, Nebr., and Roy Eberhart, Cincinnati, Ohio.

More facts and figures are necessary to help laundry drivers negotiate and organize successfully, delegates at the Laundry Division meetings believe, Chairman George Knott, Chicago, Ill., reported. The division delegates said they felt that questionnaires should be sent out not only to locals in the Central States area, but throughout the country. The delegates voted to ask the Laundry National Trade Division to prepare and send out a questionnaire on wages, conditions and job classification. Secretary-Treasurer Harold J. Gibbons, of the Central Conference of Teamsters, who spoke at the Laundry Division meeting, promised full cooperation.

Chairman Knott and Secretary Harry Hart, Cleveland, Ohio, secretary, were renamed to serve the division for the ensuing year.

A major topic of discussion, said Chairman Knott, was the preparation and adoption of a universal contract for the 12 Central States. Other items on the discussion included the economic conditions and their effect on the laundry business and the carry-home laundry business and launderette type of operation.

Jurisdictional problems occupied much of the time of the Building and Construction Division, Louis Triscaro, chairman, reported at the closing session of the conference. With 8.8 per cent of the membership in the Central States Conference of Teamsters this is one of the major segments of the conference.

Delegates from all parts of the area reported on jurisdictional differences with other unions, both within and outside the American Federation of Labor. Several serious trouble spots were discussed and the delegates heard that extensive legal aid was provided by the conference in behalf of the locals faced with jurisdictional difficulties.

CATALOG EQUIPMENT

New equipment coming into use and much of the equipment already in use apparently goes under more than one name, according to the findings of the division. As a result it is sometimes difficult for local union representatives to communicate clearly when different names for the same equipment are provided. The division took action to recommend the development of a catalog of construction equipment in order that uniformity of nomenclature might be provided. The division voted to recommend this action to the Building and Construction National Trade Division. Larry Monahan, Chicago, Ill., was named secretary, to succeed Orville Ray, Kansas City, Mo., who had resigned.

Cannery organization work is being pushed in the Central area particularly in Wisconsin, Alois Mueller, Watertown, Wis., chairman, reported. In connection with organization activities efforts are being made to obtain union label recognition on behalf of cannery workers affiliated with the Teamsters.

During the coming months steps will be taken to make a survey of the canning industry as Teamsters may be affected. This would include the local unions having cannery workers in their membership, local unions faced with jurisdiction problems and areas in which strong potential organization appears promising. Among unions which have recruited cannery workers in the Central area are the Butcher Workmen and the

Laborers. Efforts will be made to protect Teamster jurisdiction and to advance organizing efforts wherever eligible workers are located.

Clarification of jurisdictional lines within the Teamsters will be asked by the Miscellaneous Division, Jack Jorgensen, Minneapolis, Minn., told the delegates in his report. This division embraces 14 per cent of the members in the Central States Conference of Teamsters and is the second largest of all divisions, out-ranked only by the Freight Division.

PROSPECTS GOOD

The division has strong prospects for organization and is faced with many problems, but the members feel that an orderly program can be undertaken only after some clarification is effected. Efforts to review the entire situation will be in the hands of a committee of the division which includes Chairman Jorgensen, Secretary William Hicks, Chicago, Ill., and five other members. The committee will confer with the Central States Conference of Teamsters and necessarily ask that the matter be reviewed also by the International Union. The outcome of the review

may mean a loss of some members or a gain in some, the officials of the division believe.

Basic changes are going on in the brewing industry making necessary new thinking on organization problems, Ray Schoessling, chairman of the Brewery and Soda Division, reported. He said that one of the new problems is the rapid rise in the canned beverages which apparently is growing rapidly. Some parts of the Central area have not been hard hit, but the growth will soon affect them, it is believed.

NEW CHALLENGES

The expansion of large breweries with branches in various parts of the country, on both coasts, is creating new challenges to organization in the industry. Milwaukee, Wis., no longer holds the monopoly of fine beer making, Schoessling said. He said the expansion program is making necessary national thinking and close cooperation on the part of all conferences.

The division, through Chairman Schoessling and Secretary Robert Lewis, St. Louis, Mo., extended an invitation to a meeting of the Brew-

ery and Soft Drink National Trade Division gathering in Washington, D. C., June 1 and 2.

Closer cooperation on the part of all local unions and joint councils looking to more effective mutual aid is on the program for the coming year in the Automotive Division, Mel Horn, secretary, reported at the conference. He said the division had had an unusually productive series of meetings and were in accord on a strong 1954-55 program. In this connection the division adopted a motion providing that no local union sign a tank carrier contract without approval through the trade division and Central States Conference.

A 14-month strike in St. Louis has cost Local 618 and the International a large sum of money and efforts will be made to enlist the cooperation of other locals before this fight is finally resolved.

Mr. Horn displayed copies of nationally circulated trade magazines featuring anti-labor articles and anti-Teamster editorials. He said that the constant propaganda through the industry against Teamsters required serious consideration on appropriate educational efforts to keep all local unions properly informed.

MODEL CONTRACTS

The use of the union shop sign will be continued and all Teamsters will be asked to "buy by the label." The division distributed to all delegates packets containing model contracts, background information on the division and a classification of jobs eligible to be grouped under the jurisdiction of the division.

The Central States Division will work with the National Automotive, Petroleum and Allied Trades Committee to develop a seal or label identifying service, products and work handled by Teamsters in this trade division.

Money and manpower will be needed to help in the work of the new oil area in the Dakotas in the Williston Basin, where a dual union is trying to capture the workers. Workers in the area number 12,000 now and some forecasts say the total will ultimately top 60,000.

Secretary Horn acted as division chairman in the absence of Chairman Steve Schultz, Detroit, Mich.

Teamsters Honor Maine Governor



FOR HIS PROMOTION of highway safety, Gov. Burton M. Cross, of Maine, left, received a model tractor-trailer from Albert H. Page, secretary-treasurer of Truck Drivers and Warehousemen's Local 340, a statewide Maine organization. With them are Capt. John deWinter, traffic and safety director for the Maine State Police, and Frederick N. Allen, chairman of the Governor's Safety Committee.

Coming

JUNE 6-11

TEAMSTERS'

Safety
'54 TRUCK CHECK

THE 1954 Teamsters' Safety Truck Check will begin at midnight, Sunday, June 6, and extend until midnight, Friday, June 11. Selection of the truck check dates was made by the annual National Over-the-Road Trade Division meeting in Chicago, Ill., April 28 in connection with the three-day meetings of the national trade divisions. This year's drive will be the sixth consecutive truck check.

The general procedures in the truck check will remain the same with certain new elements added.

1. The name of the truck check has been changed from merely "Teamsters' Truck Check" to "Teamsters' Safety Truck Check." Although all joint councils and local unions are familiar with the fact that safety features have been key points of attention in the five previous checking campaigns, the Policy Committee and full session of the National Over-the-Road Division felt that emphasis should be spotlighted by naming the drive a safety check.

2. Specific information is being asked in connection with the safety emphasis. The questions on the checking card are:

—the address of the employer's name is asked;

—a new box is added so the checker can indicate the driver's status as union or non-union;

—an important safety question is added: Does truck have safety equipment as prescribed by I.C.C. or state law?;

—number of miles this trip?

These are new questions and have not been asked before. Checking agents have often included safety information with their reports. These questions, believes the Policy Com-

mittee, will enable the truck check to have the information in more concise and uniform manner than hitherto has been possible.

It will be noted that one question concerns the miles driven on the present trip. That question is included in order to ascertain the number of trucks which are being driven in excess of the mileage or hours prescribed for safety. The question is quite specific and the answers should prove helpful.

It should also be noted that a question is included on the compliance of the truck with Interstate Commerce Commission rules or state regulations. These rules and regulations are prescribed in the interest of the health and safety of the driver and in the safety of operating the vehicle on the public highways.

Gypsy truckers and others who are compelled to cut corners in the strong economic competition in the trucking field are too often inclined to neglect compliance with either the hours and miles driven policies of prudent operation or the proper operation and equipment of the vehicle. Neglect of compliance with I.C.C. or safety features has a two-fold effect in the trucking industry:

—neglect of safety compliance endangers the health and safety of the driver himself and creates a hazard on the highways;

—neglect of safety compliance may mean a temporary financial saving to the truck operator thereby giving him an unfair competitive advantage over fair-dealing, law-abiding operators who wish to see that their drivers and vehicles are used completely within the spirit and letter of safety rules and procedures.

It has been noted in THE INTERNATIONAL TEAMSTER that budgetary limitations have made it impossible for the Interstate Commerce Commission to police the trucking industry on the safety front in the thorough manner which the great motor freight volume of haulage requires. It is believed that the emphasis given by the International Brotherhood of Teamsters this year on safety will materially call to the attention of the I.C.C., to Congress and to the pub-

THIS CARD MUST BE FORWARDED TO HOME LOCAL UNION OF DRIVER BEING CHECKED

6th TEAMSTERS' Safety TRUCK CHECK

CHECKER: FILL IN THIS CARD ONLY. DO NOT FILL IN BOTTOM CARD

1954

EMPLOYER'S NAME AND ADDRESS		DUE BOOK NUMBER	
DRIVER'S NAME		COMPANY OWNED <input type="checkbox"/>	LEASED <input type="checkbox"/>
DRIVER'S LOCAL	DRIVER'S CITY & STATE		
DRIVER'S DUES STANDING AT END OF MAY		UNION <input type="checkbox"/>	NON-UNION <input type="checkbox"/>
		DRIVER'S RATE & TYPE OF PAY	
WHERE TRUCK WAS CHECKED		DATE	
WHERE WAS TRUCK FUELED & SERVICED?	COMPANY TERMINAL <input type="checkbox"/>	SERVICE STATION <input type="checkbox"/>	
ADDRESS OF SERVICE STATION		CHECKER'S NAME & LOCAL NUMBER	
NUMBER OF MILES THIS TRIP		DOES TRUCK HAVE PROPER SAFETY EQUIPMENT AS PRESCRIBED BY I.C.C. OR STATE LAW? YES <input type="checkbox"/> NO <input type="checkbox"/>	

The 1954 report card as it will be used in the 6th Teamsters' Safety Truck Check. The most important addition to the card is the question: "Does truck have safety equipment as prescribed by I.C.C. or state law?"

lic the usefulness of thorough safety checking.

Another new question added this year by the Policy Committee is the address of the checked driver's employer. In previous years the checker had been asked to obtain merely the employer's name. It was felt that this was incomplete in making possible any organizational follow-up and so this year the employer's name and address are asked.

General President Dave Beck has notified all local unions, joint councils and area conferences of the truck check dates and general plans. A coordinator of the truck check will operate from Truck Check Headquarters at the International Office, 100 Indiana Avenue, Washington 1, D. C. H. L. Woxberg of Joint Council 42, Los Angeles, long active in long lines organizational work, will, as last year come to Washington, to serve as coordinator of the 1954 campaign.

ADS PAID OFF

The Policy Committee made an informal inquiry concerning educational materials for the annual campaign with special emphasis on questions on the radio transcription announcements and mats for newspaper advertising. The response in terms of using the discs was not great while that for the newspaper advertising mats was considerably greater, according to the opinions expressed by the delegates at the Chicago meeting.

The committee voted to have a postcard questionnaire made concerning these two items. Cards have been sent out to all local unions asking them if they desire either or both the discs and newspaper mats this year. The answers are being received by Truck Check Headquarters and those unions wanting discs will receive them. It was carefully pointed out at Chicago and on the inquiry card that while the International will provide the discs without cost, the local unions or joint councils must make their own arrangements for time and placement of these discs with the stations. In some cases radio stations may contribute the time as a public service, but it is believed that in most cases commercial rates will have to be paid for the use of the transcriptions.

A preliminary set of instructions to all local unions and joint councils was mailed in May to acquaint the unions with the general procedures and pointing out the additions to the checking card. This is being followed by a set of final instructions, a folder which is illustrated and with full final instructions on checking.

On the preliminary instruction there appeared a reprint of a letter from the local union to the local employer for use as a suggested notification that the truck check would be held. This letter is to be sent to employers over the signature of the local union secretary. This letter has been used quite successfully in past years and has resulted in a tremendous measure of cooperation throughout the country on the part of trucking line operators and fleet owners.

All local unions and joint councils also this year received a quantity of envelope and package stickers announcing the truck check. Last year these were sent to joint councils which in turn supplied them to local unions. The Policy Committee asked that the stickers be sent directly to the local unions. This is being done and also joint councils will have a supply.

The preliminary instructions suggested, as in previous years that a "briefing" session be held of checking agents who are going to work on the campaign this year. It was pointed out that these sessions are especially important since the checking card has some new questions and these must be carefully explained.

MATERIALS PROVIDED

In addition to the procedures to be followed, the general materials of the campaign will be provided. A badge, approval sticker, a windshield sticker, Teamster union shop service sticker, and a large poster for use in union halls, joint council offices, bulletin boards, etc. are included in the safety checking kit.

General President Beck has emphasized the importance he attaches to the annual safety truck check through letters to local unions and joint councils and in a special communication to all International Union organizers. He has asked that organizers on the International's

staff give the truck check planning and program their top priority attention.

"We expect this truck check with its special emphasis on safety to be the best and most productive in obtaining useful data that we have ever had," Mr. Beck said in commenting on the 1954 program.

One special caution which has been pointed out in the communications from Truck Check Headquarters and should be emphasized in meetings is this: checkers must *not* collect dues. Employers are being asked to help speed the check-up by seeing that their drivers are in good standing.

Full notification of the annual truck check is being made by letter and through the labor press generally and in the trade press of the trucking industry.

Conference Plan Lauded by English

(Continued from page 19)

will give every possible cooperation of my office to aid you."

The general secretary-treasurer discussed procedures of his office and said that 37 new bookkeeping machines had been installed since the program of modernizing secretaries' offices had been inaugurated and he added that 200 units were on order. As soon as the 200 are delivered steps will be taken to have designed a smaller machine to fit the needs of smaller organizations, giving them the benefit of technical advances with the more compact units.

In closing his remarks General Secretary-Treasurer English said the union was in excellent financial shape with assets of more than 32 million dollars. He also said that the new building for the International is being financed on a "pay as you go" basis.

Referring to the membership he said that last figures from his office showed a paid per capita enrollment of almost 1,200,000 members. He added that within the last three months there had been 52,336 new members initiated.

'A Great Stride Forward'

Post Office Adopts Regulations On Safety for Mail Transportation; ACT Applauds 'Rigid Standards'

THE adoption by the Post Office Department of motor carrier safety regulations governing the transportation of U. S. mail was hailed by the Independent Advisory Committee to the Trucking Industry as a "great stride forward in the public interest."

The committee, which waged a vigilant battle for institution of such regulations by the Post Office, is headed by Dave Beck, general president of the International Brotherhood of Teamsters, and includes Walter F. Carey, chairman of the board, American Trucking Associations; B. M. Seymour, president of Associated Transport, Inc., and Roy Fruehauf, president of the Fruehauf Trailer Company.

The Post Office order, which went into effect May 1, requires strict compliance with the motor carrier safety requirements of the Interstate Commerce Commission.

Prior to institution of the new regulations, trucks carrying mail over public highways were not covered by any Federal safety code and generally were exempt from state controls.

All contracts entered into will now be subject to the new post office safety requirements, and, in addition, will spell out minimum personal liability and property damage standards. Contracts already in force will be subject to the provisions upon renewal.

The Post Office decision followed a nation-wide campaign by the advisory committee (ACT) in behalf of the entire trucking industry.

"The Post Office Department has taken a great stride forward in the

public interest in requiring rigid standards of safety in the highway transportation of mails," Beck said when informed of the decision.

"Such requirements protect the general public.

"The ICC safety regulations applied to mail contractors will have the effect of outlawing marginal operators who were able to survive only by using unsafe vehicles in runs over public highways and in working driving personnel hours longer than the safe level of driving fatigue.

"It long has been known scientifically that driving a truck for more than 10 hours a day over the highways is unsafe. Yet trucks carrying mail were not required to abide by this or other sound and sane safety regulations.

"The imposition of minimum insurance coverage standards also serves to protect the general public from the few motor truck operators who care nothing about the need for safety.

"The trucking industry generally has been subject to such regulation for a number of years. It is of great importance that the Post Office Department adopt this sound public policy.

"Such a policy is greatly in the public interest. We wish to congratulate the Postmaster General on his wisdom in making the I.C.C. safety regulations part of the essential requirements for the highway transportation of U. S. Mails."

Carey, board head of the largest trucking association in the world,

said: "The trucking industry has been concerned about all loopholes in the highway safety requirements.

"This industry has been zealous in its efforts to protect, through rigid adherence to the ICC safety code, the safety of all users of the highways.

"We have insisted on adequate vehicles, proper safety inspections at regular intervals and on the requirement that men not drive longer than the fatigue level set by the ICC.

"But for-hire mail trucks using the highways in the past were not subject to ICC safety regulation simply because they were carrying United States Mails, which were exempt.

"We feel that all trucks—all vehicles on the highway—should be safe.

"We feel that all vehicles on the highways should be driven by good drivers.

"Only in this way can the death toll resulting from unsafe vehicles and tired drivers be curbed.

"This is a great step forward. We of the ACT committee take pride in having advocated this principle and we wish to congratulate the Postmaster General on his action."

1954 Driver



Gomer W. Bailey, Local 961, Denver, Colo., has been named "Driver of the Year" by the American Trucking Associations. Bailey who has topped more than a million miles of safe driving works for Buckingham Transportation, Inc., of Rapid City, S. Dak. Late last month Mr. and Mrs. Bailey were given a trip to New York City and Washington, D. C., during which they were presented at the White House.

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, June, 1904)

UNION LABEL STORY

The June, 1904, issue of the magazine published a convincing editorial on the value of the union label, which went as follows:

"Outside of the good the label does for unionism, it has its other good qualities. You often see the scavenger wagons going through the city on their way to the dump. Sometimes among the other refuse in these wagons you may notice one or two bed ticks discarded by some family whom contagious disease has robbed of one of its members. Let us follow one of these wagons, or rather let us follow one of these bed ticks.



"We reach the dump, and there we see our bed tick unloaded among a lot of ill-smelling, disease-breeding stuff. It lays there perhaps a day or two, or perhaps an hour. We notice a couple of women and children, dirty and wretched looking creatures. We see them poking with sticks into the piles of refuse as though looking for something. One of them discovers our bed tick and pounces upon it as though it were some great treasure. In less time than it takes to write it, she has out a pair of scissors with which she rips open our tick and scatters its contents on the ground. But they do not stay here, for she calls back to her companions in horrible language, and when the reinforcements arrive the hair or moss or whatever it may be is gathered up in bags, and they are on their way. Let us follow them and see what becomes of our bed tick.

"They lead us a merry chase through side streets and alleys until we are in a district dirtier than we ever imagined any place of human habitation could be. They reach a rickety old hovel; we follow them down into its cellar, and here we see them dump the contents of our bed tick on the floor. After beating it for a

few minutes with sticks, they gather it up in bags again. It is then taken to a scab mattress maker and made into a "new" mattress and put on the market, BUT WITHOUT A LABEL.

"All this is not imagination, but absolute facts. If you will follow some of these children you see gathering discarded cigar butts, you will see them deliver them to shops in the Ghetto district where they are made into either cigars or cigarettes.

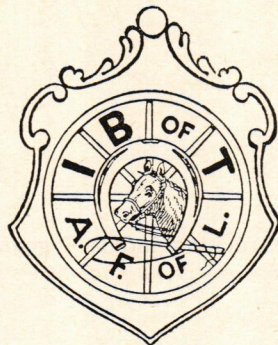
"You can help organized labor AND THE GOOD HEALTH OF THE COMMUNITY by patronizing the union label."

WORK EXPERIMENT

The official magazine reported "extended experiments" in Paris, France, which showed that in a given period of labor the total quantity produced is increased by intervals of rest, especially when short resting intervals are multiplied. Rest acts as a stimulant, the report concluded.

1904 TEAMSTER LABEL

James J. Dwyer, the editor of the Brotherhood magazine, then reminded the readers of their own label, which was an early version of our registered label today. So that you may see how our 1904 emblem resembled the 1954 version, we printed it below:



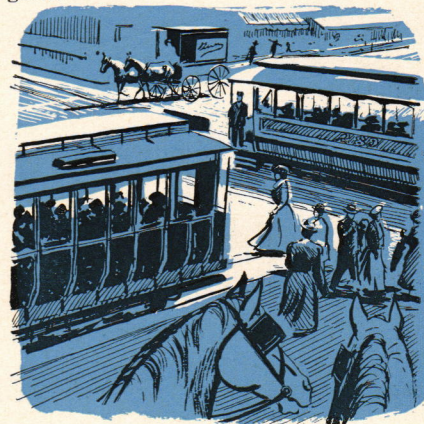
Dwyer admonished 1904 Teamsters to ask their friends to "call for the drivers' label the next time the butcher, the grocer, the iceman, the milkman, the expressman, the carriage driver, or anyone driving a horse calls at their door to solicit business or deliver goods."

CONVENTION COSTS

Would you like to compare 1954 costs for a delegate's trip to an international convention with the convention costs of 1904? International Secretary E. L.

Turley visited the convention city, Cincinnati, Ohio, in accordance with instructions from the General Executive Board. This was his report on findings:

"I desire to say that the Dennison Hotel, Fifth and Main Streets, has been selected as the headquarters of the International Union. The rates of this house are from 75 cents to \$1.00 per day, European plan. It has in connection a first-class cafe where meals are served at a very reasonable rate. This hotel can accommodate about one hundred delegates.



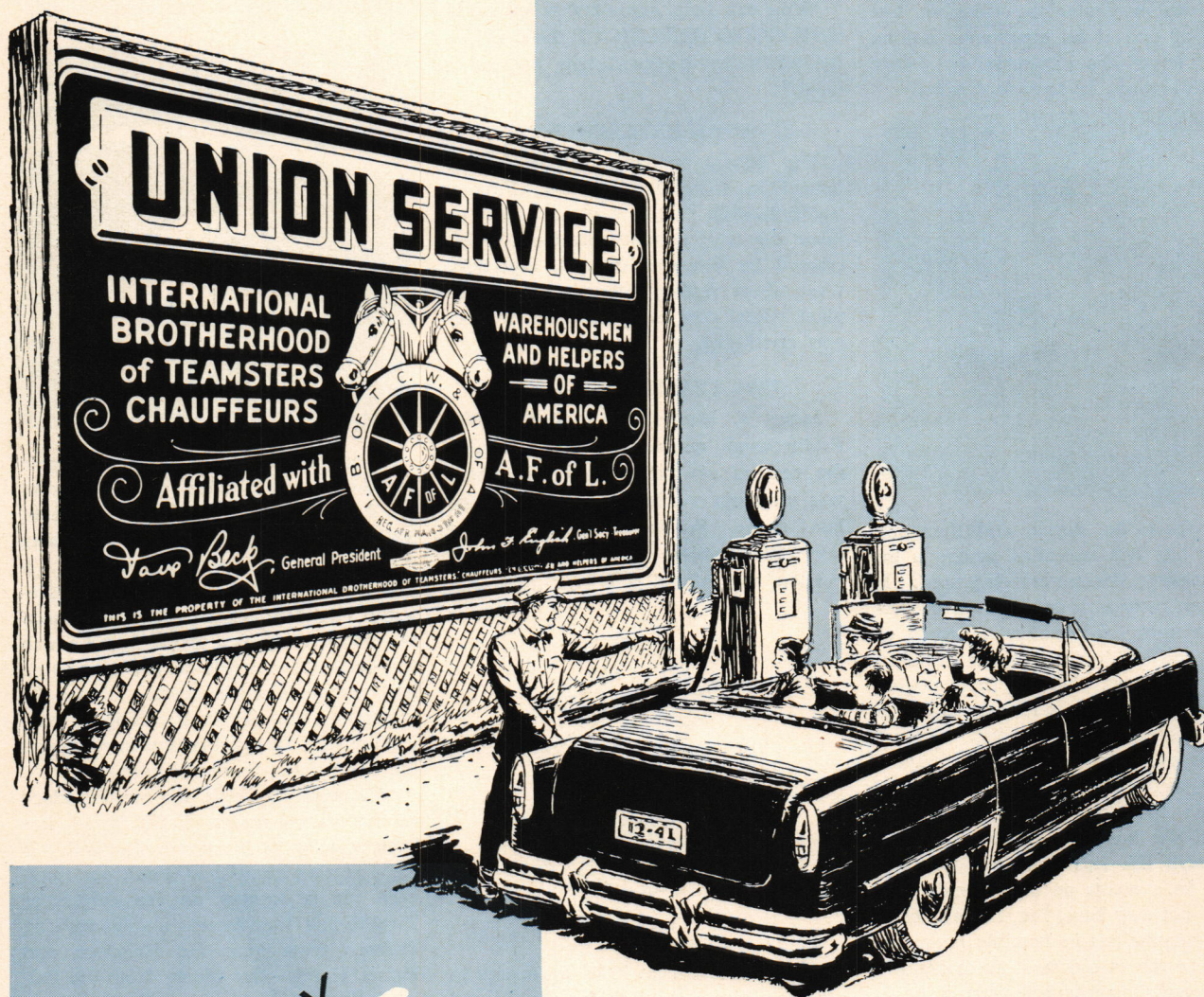
"Arrangements have also been made for the accommodation of delegates at the Palace Hotel, Sixth and Vine Streets. This hotel is conducted on the American plan, with a rate of \$2.00 per day. It can accommodate about 200 delegates and is centrally located. Street cars pass the doors every few minutes, by which the delegates can ride to the convention hall without changing cars. It may be mentioned that the barber shop in connection with the hotel refuses to recognize the card of the Barbers' Union.

"Cosmopolitan Hall, the meeting place of the central trades of Cincinnati, has been selected as the convention hall. It has a seating capacity of about one thousand. It is located on the corner of Twelfth and Vine Streets, a short walking distance from both the Dennison and Palace Hotels—five blocks from the Palace and seven blocks from the Dennison.

"Special rates have been granted by the railroad companies from all Eastern cities and all points West as far as Denver. The transcontinental lines refuse to issue special rates for the occasion. However, they have a reduced fare to St. Louis, and the delegates from the West can take advantage of it to that city, and from there to Cincinnati the special rate is in effect. The special rate is one fare for the round trip, plus 25 cents."

**When on Your
Union Won
Vacation**

**Look for the
SERVICE SIGN**



**BUY
UNION**

**GAS
OIL
TIRES
SERVICE ACCESSORIES**